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FOREIGN TRADE

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Minister of Trade and Commerce

M. W. MACKENZIE
Deputy Minister

FOREIGN TRADE

OTTAWA, NOVEMBER 19, 1949

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COVER SUBJECT—R.M.S. Caronia, equipped with radar equipment designed and manufactured in Canada, enters New York harbour on her maiden voyage. Some 1,600 sets have been produced in this country, and over 500 ships of many countries now depend to a large extent for their safe navigation through fog and rain, snow and ice on this equipment. Radar is one of the principal developments of the electronic industry in Canada.

Courtesy Cunard Donaldson Limited.

Price 10 cents

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Canadian Marine Radar Equipment Now Installed in Numerous Ships

Fog and rain, snow and ice, seldom halt vessels with modern aids to navigation—Equipment designed during war modified extensively for use in merchant ships plying trade routes of the world in peacetime—Important phase of Canadian electronic industry.

RADAR equipment, designed and manufactured primarily for use during the last war, is now being produced by Canadian Arsenals, Limited, for installation aboard ocean-going vessels of Canadian and foreign register, lake steamers, icebreakers, ferries, private yachts and other craft. The original design has been modified extensively, however, for operation aboard merchant ships plying the trade routes of the world.

The Cunard White Star liner *Queen Elizabeth,* largest ship afloat, is equipped with marine radar of Canadian manufacture, as is the R.M.S. *Caronia,* another passenger liner in this famous fleet, which was placed in service only this year. Other well-known vessels that depend on Canadian radar equipment for their safe navigation through fog, rain, snow and darkness include the Canadian Pacific liner *Empress of Canada,* which often finds her way through dense fogs on the Newfoundland Banks and up the St. Lawrence to Quebec and Montreal. This area has no monopoly on fog, as the log of this vessel records an occasion when she sailed up the Mersey and drew alongside the landing stage in Liverpool without any visual aids to navigation. In fact, the first member of the ship's company to sight land at the conclusion of this voyage was halfway down the gangplank before he could discern part of the docks. Radar brought the *Empress of Canada* safe to land, and eliminated costly delays at the mouth of the Mersey. The S.S. *Lemoyne,* longest ship operating on the Great Lakes, is largely dependent on her radar set. The well-known icebreaker *N. B. McLean,* which returned recently from her summer vigil on the shipping lane through Hudson Strait and, with the C.G.S. *Saurel,* frees the St. Lawrence Ship Channel every spring, is enabled to plot her position in icefields by radar, while avoiding other marine hazards.

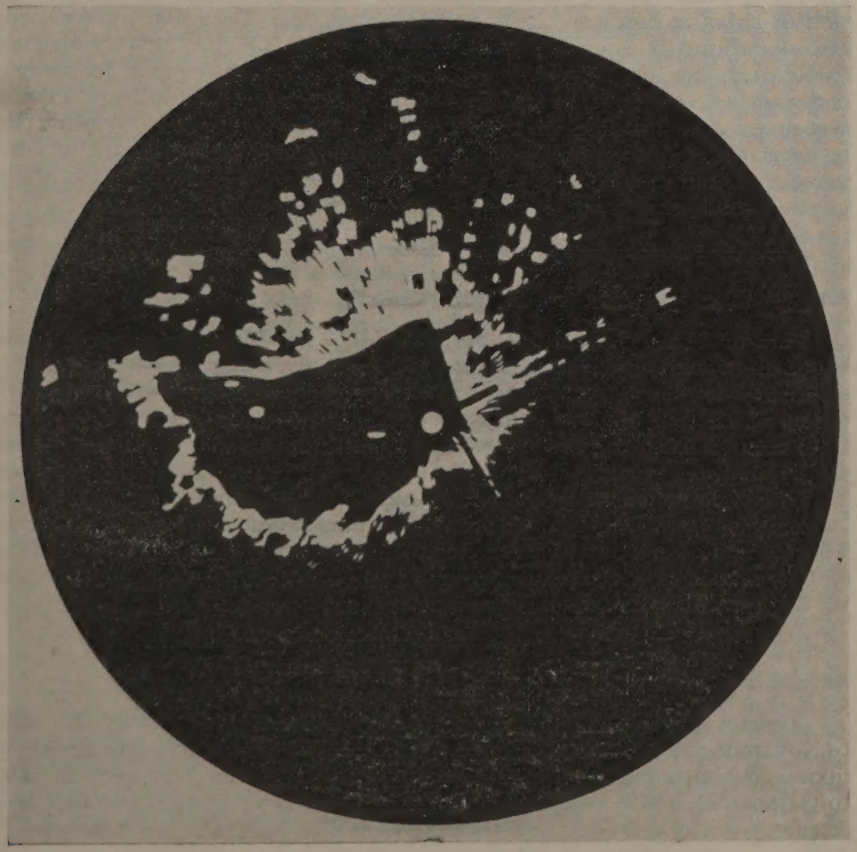
Radar Used in Caribbean and by Coastal Craft

Although aids to navigation in the Caribbean are dependable, the Canadian National liners *Lady Nelson* and *Lady Rodney* find radar equipment of assistance in charting their courses between islands of the Eastern Group. The ferry *Abegweit,* which operates between Prince Edward Island and the mainland, and the S.S. *Princess Helene,* which connects Digby, N.S., with Saint John, N.B., also use Canadian radar equipment, the latter finding this of particular assistance in entering the Annapolis Basin through Digby Gut. "Prince" and "Princess" passenger steamers, sailing north through the Inside Passage between Vancouver and Skagway, Alaska, are enabled to navigate through narrow waters with greater safety and facility by using radar of Canadian manufacture.

Radar provides the masters of ocean-going, coasting vessels and lake steamers with information regardless of weather conditions, thus elimin-

Canada—Chart of Toronto Harbour and approaches, top right, with the surrounding shoreline, buildings and other vessels in the harbour, projected on the radar screen aboard ship, bottom right.

ONTO HARBOUR
ND APPROACHES



ating possible delays and reducing navigational hazards. The most modern equipment being manufactured by Canadian Arsenals, Limited, a crown company, was developed by scientists of the National Research Council, and some 1,600 sets have been produced.

The development and manufacture of radar equipment have made useful contributions to Canadian industry, in general, as interest aroused in its production has resulted in the provision of technical personnel, whose experience can be utilized in perfecting other techniques. It is expected that the next few years will witness even greater advances in this particular sphere, and that radar will become one of the principal developments of the Canadian electronic industry.

Service Facilities Provided in Many Lands

Canadian radar equipment has been installed in more than 500 ocean-going ships, and service facilities have ben provided in many countries, including Argentina, Australia, Belgium, Brazil, Curaçao, Denmark, France, French West Africa, Iceland, India, Mediterranean Area, the Netherlands, Netherlands Antilles, New Zealand, Norway, Red Sea Area, South Africa, Spain, Sweden, Trinidad, the United Kingdom, the United States and Uruguay.

The viewing screen of the marine radar equipment provides a well-defined picture of the area surrounding any ship in which it is installed, objects as small as second-class navigation buoys having been picked up over a range of from 70 to 5,000 yards. The three standard range bands are 5,000 yards, 30,000 yards and 60,000 yards, providing for the navigation of ships in confined areas and the open sea. Precision marker rings are electronically spaced at 800-yard intervals for the short range and 5,000 yards for the longer range, thus enabling a navigator to compute distances of objects from his ship with accuracy. A duplicate viewing screen may be installed in the master's quarters, thereby enabling him to determine the position of his ship with relation to the shore or other vessels without interfering with the officer on watch and his navigation of the vessel with assistance from the wheelhouse indicator.

Antigua Sugar Grinding Operations Halted

Port-of-Spain, September 28, 1949.—(FTS)—Slow-down work policy by estate workers in Antigua resulted in the closing down of grinding operations by the Antigua sugar factory early in September. During the season which opened on March 3, about 18,500 tons of sugar were produced from some 155,000 tons of cane. The factory, however, was out of cane, due to slow deliveries, for approximately 1,000 hours. In St. Kitts where these slow-down tactics were not employed, production from February 7 to August 27 amounted to about 35,700 tons from 298,500 tons of cane. The factories were out of cane for grinding only 101 hours. The effects of the reduced production in Antigua is likely to be serious, particularly in the reduced earnings of the estate workers.

Argentina Establishes Export Quota for Butter and Eggs

Buenos Aires, October 31, 1949.—Effective from October 15, 1949, to November 15, 1949, the Argentine Government has established an export quota for butter of 100 metric tons. Effective from October 15, 1949, to October 31, 1949, an export quota of 45,000 cases of eggs has also been fixed.

Canadian Trade Position Outlined Before Businessmen in Spokane

Deputy Minister M. W. Mackenzie explains relationship to European Recovery Program—Every American dollar acquired by Canada is returned to United States in form of goods, services or dividends—Canadian purchases from United Kingdom exceed those made by United States.

SPOKANE, Wash., November 15, 1949.—Businessmen from the United States and Canada, gathered for the twenty-second general conference of the Pacific Northwest Trade Association, received today an outline of the principal problems involving the commercial relations of their respective countries, and the extent to which these might be attributed to economic conditions in the United Kingdom and other countries participating in the European Recovery Program. This presentation was provided by M. W. Mackenzie, Deputy Minister of Trade and Commerce, in Ottawa, who discussed current business conditions in Canada, and various aspects of its industrial development. Reference was also made by Mr. Mackenzie to the first international treaty concluded by Canada in her own right, providing for the conservation, preservation and development of the North Pacific Halibut Fisheries, which was succeeded by the establishment of the International Pacific Salmon Fisheries Commission.

Clarification of Canada's position with respect to the European Recovery Program was furnished by the Deputy Minister. Canada was not a recipient of Marshall Aid, he said, though, in company with all democratic peoples, "we are very real beneficiaries of this great act of statesmanship. Marshall Aid is enabling the United Kingdom and other countries in a similar position to finance a certain volume of purchases in Canada that otherwise would not be made, or at least could only be made by dint of those countries doing without some other highly essential imports. In the case of the United Kingdom's trade with Canada, the measure of this assistance is the difference between what the United Kingdom buys from us and what we buy from it, after making allowance for our own direct assistance, which is the counterpart of Marshall Aid". The net figure in 1949 will be approximately $290,000,000.

Every American Dollar Acquired by Canada Returned

It was found convenient to finance through the European Recovery Program a volume of Canadian exports to Great Britain substantially in excess of this $290,000,000 figure. Mr. Mackenzie pointed out that Great Britain had been authorized by the Economic Co-operation Administration to purchase in Canada products valued at a figure much larger than the net total of $290,000,000. It was generally assumed that this larger sum was in fact paid to Canada. Such was not the case. "Actually, we don't receive payment direct from ECA, but get payment for our exports to the United Kingdom direct from London. I can assure you that Great Britain gives up dollars to us only to the extent of the net balance. The difference between this net figure and the larger amount is, of course, received by the United Kingdom, and is used for other proper purposes. But the point I am making is that they are not paid to Canada. We benefit directly and indirectly from Marshall Aid, but the measure of the direct benefit is the net deficit in our trade with the United Kingdom, not the total of the so-called off-shore purchases in Canada.

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"Every American dollar that we in Canada acquire, whether in payment for our exports to you, from our tourist trade, through the United Kingdom or other countries participating in the European Recovery Program, or by any other means, will be paid to some American, either in payment of goods or services that we have bought from you, or as interest or dividends on your investments in Canada. In other words, if we did not get some American dollars through the operation of the European Recovery Program, we would have to buy much less from you in one way or another. In effect, when Marshall Aid dollars are used in the first instance to pay for off-shore purchases in Canada, they are used to pay for an American export. Some American industry is bound to get the business, just as if the Marshall Aid dollars had been used in the first instance to pay for a direct American export.

Canada Buys More from Britain Than Does United States

"The more important element in this whole situation, and the more fundamental in the sense that it is part of the longer-term solution, is the extent to which the British are able to supply goods to our market. We have taken a number of steps designed to assist them, and they, in turn, have displayed considerable drive in taking advantage of the opportunities opened to them. It is encouraging to note that our imports from the United Kingdom, amounting in 1946 to $140,000,000, increased in 1947 to $190,000,000, in 1948 to $300,000,000, and should in 1949 reach $330,000,000. Some part of the increase is represented by price changes, but it does represent a very substantial increase in volume. This is an indication of what can be done with determination on both sides. Even the 1949 figure, while representing an important increase over those of the past few years, will be only 13 per cent of our total imports. These imports, valued at $330,000,000, which some 13,000,000 people in Canada take from the United Kingdom, exceed the total imports that 150,000,000 people in the United States take from the same source. Expressed another way, on a per capita basis, we are buying goods from the United Kingdom this year at a rate of $24 for every man, woman and child in Canada. The comparable figure for the United States is $1.40." Carrying the illustration further, Mr. Mackenzie explained that, on a per capita basis, Canada was importing from all countries participating in the European Recovery Program goods valued at $31.00, compared with corresponding imports by the United States of $5.40.

The contribution that Canada could make in securing a solution for the international trade problem was somewhat different from that of the United States, the Deputy Minister declared. "Our problem is primarily one of a change in the source of the imports that we must take to maintain our general business activity, rather than an increase in the absolute amount of imports that we take. The United States' problem has been described by Mr. Dean Acheson and Mr. Paul Hoffman as one of increasing total imports. You have over the years exported much more than you have imported, the balance being made up by gifts, grants, loans, tourist expenditures and the investment of capital abroad. Our total exports and imports are closely balanced. The proceeds of practically all our exports are required to pay for our imports, and there is only a modest amount of leeway to provide for the extension of credit or other aid, or the making of foreign investments."

Canadians Being Urged to Buy from Europe

Canadians were being urged by their government to buy from Europe, so that Canada could sell to that great market, and Canadian businessmen have been giving the same leadership through their various organizations.

"We do not expect that we can import sufficiently from the United Kingdom and other European countries in the immediate future to fill our dollar gap, but we are satisfied that this is the goal which we must seek.

"Viewed from almost any quarter in the globe, we people in North America must seem to be the most favourably placed," Mr. Mackenzie observed. "As a Canadian, I am impressed by the fact that it is my good fortune to live in a land which, no matter how difficult our immediate problems and outlook may be, still has great growth ahead. That, I think, is the common conviction of most Canadians, notwithstanding the fact that none of us can be certain of what lies ahead, or even know the full nature and magnitude of the problems with which we are faced. Some of these problems are the legacy of war, but others have roots that are even more deep-seated, arising from developments in the process of democracy in an increasingly complex world.

"The first half of this century has been a period in which, for the world at large, the economic gains have been grievously offset by the severe losses. The fact that the gains have been centred to such an extent here in North America, while the losses have been incurred chiefly in overseas countries, is our good fortune. It will remain our good fortune only in so far as the added economic power of North America is used in a sustained way to recruit the strength and vigour of those countries whose good economic health is just about as important to us as our own," the Deputy Minister concluded.

Mexico Obtains Larger Proportion of Whisky Requirements From Canada

Purchases during past year approximately one-third the total imported by that country—Embargo imposed in 1947 was removed early in 1948—All whiskies must be registered with Mexican Department of Health.

By W. J. Millyard, Assistant Commercial Secretary for Canada

MEXICO CITY, October 15, 1949.—Canadian whisky is becoming increasingly popular in this country, which purchased more than one-third of its requirements last year from Canada. Imports of whisky in 1948 were valued at 6,899,322 pesos, of which 2,835,274 pesos were credited to Canada. Some indication of the extent to which this market has expanded in recent years is provided by comparative figures for 1940, when purchases from Canada amounted to only 25,824 pesos, whereas the total for that year was valued at 2,868,944 pesos.

Whisky was placed on the list of products whose importation was forbidden, in July, 1947, in an effort to conserve foreign exchange, but this ban was withdrawn in the early part of 1948. It was explained at the time that whisky was consumed by tourists, who provided United States dollars, and that its continued prohibition would result in a net loss to the country. Gin, cognac and wines are still barred, however.

Prices of whisky per glass in bars and restaurants are approximately the same as those prevailing in Canada, but retail prices per bottle are about half, since taxes are much lower in Mexico. Agents for Canadian companies import by the barrel and do their own bottling, as this works out much more economically. The quality is good and spot tests conducted by the home distilleries in Canada from time to time have proven satisfactory.

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There still remains a good potential market for Canadian and Scotch-type whiskies in this country and requests are constantly being received from Mexican importers desirous of such representations.

Whiskies Must be Registered with Health Department

All whiskies being introduced to the Mexican market for the first time must be registered with the Department of Health for approval of label and contents. Such work is usually undertaken on behalf of the foreign distiller by the local representative. Once the regulations of the Department of Health have been satisfied, the whisky is given an official number in the name of the agent and this must appear on all labels. Such a system affords protection to the agent, since he alone is entitled to bring in the whisky and this prevents other importers buying spot lots from foreign brokers.

Mexican printing firms turn out work of a high calibre, and arrangements can be made to have all the advertising as well as the labels printed in Mexico, as costs are low and the results satisfactory.

Australia Provides Equipment to Teach Fruit and Vegetable Canning Methods

Special course of instruction inaugurated at Hawkesbury Agricultural College, and packing house constructed—Growing importance of canning industry is recognized.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

SYDNEY, N.S.W., October 15, 1949.—Construction of a new cannery and packing house at Hawkesbury Agricultural College, at a cost of some £30,000, and the establishment of a special course in canning indicate recognition of the increasing importance of the industry in this country. This equipment will be used for training students in the latest methods of processing fruit and vegetables, and constitutes an important addition to the education facilities provided by New South Wales.

The cannery and packing shed are being equipped with the most modern machinery. The former will be able to carry out types of fruit and vegetable processing, including canning, juicing, pulping, dehydration and jam-making. Quick-freezing operations will not be undertaken at present, but will be started as soon as the necessary equipment can be obtained. The packing shed is being equipped with the latest type of fruit sizer and grader, to which will be attached a full range of tanks and brushes for cleaning and preparing fruit for processing. One portion of the packing shed has been set aside for a combined classrom and laboratory, where on-the-spot instruction can be given. All machinery is operated electrically and steam is provided from coal-fired boilers.

The new cannery and packing shed will be used for part of the training given in the Diploma of Horticulture course, initiated at the college this year. Its primary function, however, will be to train operatives and technologists for food processing plants specializing in fruit and vegetable products. To provide this specialized training, a new two-year diploma course is being planned for next year. It will provide practical training in all phases of fruit and vegetable processing, and will be limited to twelve students a year. This course will provide mainly for the requirements of country and inter-state canneries, since the Sydney Technical College has night classes, extending over several years, for operatives in city food processing factories.

Foreign Trade of Japan is Being Restored to Private Channels

With abolition of floor prices on exports, new measure designed to simplify complicated procedure—Trade with Canada unlikely to show substantial increase, as Japanese Government favours bilateral agreements—Regulations concerning unfair competition to be enforced.

By J. C. Britton, Commercial Representative for Canada

TOKYO, November 3, 1949.—Foreign trade transactions of Japan will be restored to private channels on the first of next year, an announcement to this effect having been made by the Supreme Commander of the Allied Powers (SCAP). Floor prices on Japanese exports were abolished on October 26, 1949. These two measures were designed to simplify the somewhat complicated trading procedure, and to stimulate the foreign trade of Japan. It is probable that additional steps will be taken to improve the trading position, as opportunities occur, in order to reduce the dependence of Japan on financial aid from the United States to procure raw materials and foodstuffs from overseas.

It is the policy of SCAP to restore control over trade and other activities to the Japanese, but the measures taken last week with respect to foreign trade are the most pronounced since the occupation commenced. The net effect of the new directives will be to restore the administration of foreign trade to the Japanese Government and private trading channels. It is probable that foreign exchange control will be under the direction of SCAP for sometime, as Japan has only limited foreign exchange resources. Supervision will also be exercised over sources of supply and the nature of imports, though the actual buying and selling will be performed by private firms.

Consideration is now being given to the establishment of Japanese Government Trade Commissioners in foreign countries, the use of available Japanese shipping for the transportation of Japanese imports and exports, and the question of permitting Japanese exporters to submit c.i.f. quotations to foreign buyers instead of the present system of quoting on an f.o.b. basis.

Trade with Canada Derives Little Benefit

Canadian exports to Japan are not likely to show any substantial increase with the restoration of import trade to private channels. The Japanese Government has indicated that it considers bilateral trade agreements essential, as a means of increasing the volume of this country's foreign trade. It is the intention of the government to seek additional bilateral trade agreements. The present policy of balanced trade between Japan and individual countries will be continued in all probability.

Since Canadian purchases from Japan in 1948 were valued at less than $2,000,000, the value of Canada's exports under the new policy will be limited to this amount. Japan will make every effort to procure products, imported from Canada before the war, from countries with which trade agreements have been or will be concluded. Recent tenders issued by the Japanese Ministry of International Trade for the purchase of various products, including wheat and barley, have specifically listed the countries from which bids would be accepted. In each case, the countries named

had trade or financial arrangements with Japan. An extension of this policy is anticipated, and Canadian exporters will be precluded from quoting on tenders called for by the Japanese Government, although such products could be supplied by Canada at competitive prices.

Canadian commodities, such as nickel and asbestos, not available from other sources, will still be admitted to Japan. The opportunity of selling Canadian pulp and paper products, coal, lumber, aluminum ingots, fertilizer, minerals and manufactures, which were imported in substantial quantities before the war, is somewhat remote at this time, and the forthcoming change in trading procedure is not likely to improve the situation.

System May Resemble That Evolved for Western Germany

The memorandum issued by SCAP, dealing with the import trade of Japan, directs the government to set up an Import Advisory Committee, which will be responsible for the formulation of an import program. It states, furthermore, that import trade through private channels will be permitted on and after January 1, 1950, and that government permission in principle will not be required for goods imported by private traders. Officials of the Japanese Government have been instructed to submit plans for import trading procedures, but details of the formula to be followed are not yet available. It is possible that the system to be followed may be somewhat similar to the pattern set up by the Joint Import Export Agency for Western Germany, since W. J. Logan, Director-General of the agency, has been in Japan during the past four weeks consulting with SCAP, Japanese government officials and private traders. It may be assumed that imports into Japan will be forthcoming largely from countries with which Japan has concluded trade and/or financial arrangements. The commodities to be imported will still be restricted to raw materials for Japan's industry and foodstuffs, although the list of commodities to be imported may be widened gradually.

It is suggested by informed financial circles that the foreign exchange funds needed to finance import transactions under the approved import program will be placed at the disposal of the Foreign Exchange Control Board. The funds will be allocated by the Board to a designated list of Japanese and foreign banks, which have already been authorized by the Japanese Government to handle foreign exchange business. They will be drawn on by private trading firms in the normal way in payment for overseas purchases. In this manner, the Foreign Exchange Control Board will maintain control over foreign exchange disbursements.

Floor Prices on Silk Products Still in Force

The abolition of floor prices on Japanese export products, except raw silk and silk piece-goods, became effective on October 26. The floor prices on raw silk and silk piece-goods, because of previous commitments, will remain in force until the beginning of the year, when they also will be lifted. The floor price system was established and made generally applicable to all Japanese exports with the commencement of private trading in August, 1947. It has been considered necessary since that time to keep Japanese export prices at approximately world market levels, having regard to the quality of Japanese products, to prevent the flight of foreign exchange and to prevent unfair competition and "dumping".

The Japanese Government has been charged by SCAP with the responsibility for ensuring that prices on export products are such as to provide a safeguard against unfair commercial practices. General pricing procedures are henceforth to be based on the general principle

that export prices shall not be less than comparable prices for like products offered in Japan. For items produced solely for export and not sold on the domestic Japanese market, quoted prices are not to be less than the cost to the manufacturer of the product in Japan, plus handling charges and a reasonable profit.

The SCAP directive covering floor prices places the responsibility on the Japanese Government to notify exporters of Japanese products as to the regulations concerning unfair competition in countries of destination, and the liabilities which will be incurred for breaches of the regulations. This will include the refusal of export licences, suspension from business, fines and imprisonment to individuals or concerns abusing the regulations.

Unfair Trade Practices Condemned

The chairman of the United States International Trade Advisory Mission, Ormond Freile, who has been in Japan for several weeks, stated in a press interview that "businessmen of the world have reason to remember the unfair trade practices in foreign trade, which were subsidized by the Japanese Government before the war. If the Japanese are to be accorded a place in world business, which will permit them to accumulate a volume of foreign trade sufficient to offset their indigenous deficits, they must utilize this opportunity to build a new reputation as fair competitors. In the final analysis, any return to unfair practices, price cutting and unfair competition of prewar pattern can vitiate all the efforts which the Japanese may exert".

The SCAP announcement fixed December 1, 1949, as the date on which exports from Japan would be placed on a private basis. Under the new system, three steps only will be necessary to consummate export transactions. The buyer and the supplier, after completing negotiations on quantities and prices, proceed to draw up their contracts. Private Japanese exporters then complete arrangements for financing the contracts through a commercial bank authorized by the Japanese Government to handle foreign exchange. Japanese customs officials finally conduct inspections of actual shipments to ensure that they are in accord with customs declarations as presented.

The Japanese Ministry of Trade and Industry will carry out post audits of export transactions, but the audits will be made after consummation of the transactions and, therefore, will in no way delay the conduct of export trade. The new export system eliminates a number of the checks and controls which have been applied previously to export transactions.

Dairy Chain in Argentina Planned

Buenos Aires, October 25, 1949.—(FTS)—Establishment of a chain of new dairies in this country is planned by the Federation of Milk Producers, which is asking financial assistance for this project from the government. The first of these dairies will be installed in this city, with a pasteurization capacity of some 200,000 litres daily. This move is being made despite insistent demands by processing plants for a reduction of the present price paid to dairies of 0·25 peso per litre. The Federation has requested that the credit of 100,000,000 pesos, which Argentina has in Denmark, be used for the importation of modern equipment.

Reports indicate that a complete Danish dairy, costing 3,200,000 kroner, is to be shipped to this country. Capacity of the plant, to be installed at Mar del Plata, is 110,000 litres of milk daily. With its establishment, the Danish co-operative dairy system will have its first trial in Argentina.

Ireland in Favourable Position to Increase Exports of Livestock

Preliminary survey indicates welcome advance in cattle, sheep, pig and poultry population—Export figures for first seven months of 1949 show substantial gain over those for corresponding period last year—Bacon likely to reappear as an export item.

By George Shera, Office of the Commercial Secretary for Canada

(Editor's Note—This is the last in a series of four reports for *Foreign Trade* on economic conditions in Ireland.)

DUBLIN, October 4, 1949.—Cattle exporters in Ireland expect that weekly shipments next year will be higher by one thousand head, as a recent preliminary statement of the livestock population in this country indicates a welcome advance in the number of cattle, sheep, pigs and poultry. The cattle population had dropped to a disastrously low level, but there has been an improvement in conditions, and it would appear that production will soon return to the prewar level of some 1,000,000 animals a year. There are now 4,099,900 cattle in Ireland, an increase of 179,000, or 4·6 per cent, during the twelve months ended last June. The most remarkable rise is in the number of calves under one year, which amounts to 11·4 per cent, the advance being from 852,700 to 949,900. Calves between one and two years have increased by 8·2 per cent, from 749,600 to 811,400, while cattle of two years and more have decreased from 1,056,700 to 1,050,700.

The cattle export figures, which had been rising slowly, have now begun to increase in a manner more nearly corresponding to the optimistic statements on both sides of the Irish Sea at the time of the signing of the Anglo-Irish Trade Pact in 1948. In the first six months of 1947, exports were 172,363 head valued at £4,997,577, but in the same period of 1948 the number had fallen to 152,410, although increased prices raised the value to £5,593,728. In the first six months of 1949 the number had risen to 201,605, and the value to £8,419,684. The figures for the month of June show an increase of more than 100 per cent. In 1948 the number exported was 14,772, and the value £552,282, and in 1949 the number (for the same month) had increased to 30,639, and the value to £1,342,173. In July, 1948, the figures were 20,949 head valued at £861,078, and 30,356 head valued at £1,390,004 in July, 1949.

United Kingdom trade returns, recently published, show that in the first eight months of 1949 living animals for food to the value of £9,920,000 were imported from the Republic of Ireland. The corresponding figure in 1948 was £6,433,000, and in 1947 it was £5,986,000. Therefore, although Irish canned beef exports are steadily increasing—from 34,775 cwts. in January-July, 1948, to 53,079 cwts. in the same period of 1949—and, although some alternative markets on the Continent are being developed, the bulk of Irish cattle exports continue in the traditional manner, on the hoof, to the traditional market, Great Britain.

Increase in Sheep Population Noteworthy

The sheep population, which had been seriously affected by the severe weather conditions in the winter of 1947-48, in addition to the factors which had combined to reduce the number of other livestock, is now on

the upgrade and shows an increase of 5·3 per cent in twelve months, from 2,057,700 to 2,166,800. Exports of store sheep in the first seven months of 1949 were more than double those for the same period in 1948, having risen from 8,552 valued at £32,176 to 15,288 valued at £65,886. Exports of lambs showed an equally rapid development, from 2,327 animals valued at £5,181 to 5,292 animals valued at £19,811. Exports of sheep and lamb skins rose at the same time from 169 cwts. to 1,279 cwts., with an increase in value from £1,526 to £15,395.

The largest proportional increase has been in the number of pigs, which is still, however, far short of the prewar figure of approximately 1,000,000. On June 1, 1948, there were 457,100 pigs in the Republic, and by June 1, 1949, the number had risen by 44 per cent to 662,200. The bacon industry depends largely upon maize imports and, on the day after the devaluation of the pound, the Minister for Agriculture allayed anxiety by announcing that there would be no increase in the price of maize to the Irish farmer within the foreseeable future. In these conditions, and in view of the fact that the number of sows rose in the twelve months between June, 1948, and June, 1949, from 47,000 to 67,000, it is probable that bacon will shortly reappear in the Irish export lists, where it was formerly an important item. Since the beginning of summer, supplies have been freely available on the home market, and in August the price was decontrolled.

Poultry flocks also show a steady increase, from 20,790,400 to 22,162,600 birds in twelve months, and egg exports continue to mount. In July, 1948, the number exported was 180,263 great hundreds valued at £261,398, and in the same month of 1949 the number was 244,758 great hundreds valued at £374,289. For the first seven months of 1948, exports were 2,034,185 great hundreds, increasing to 3,376,780 great hundreds in the same period of 1949, while the value increased from £3,376,780 to £4,859,745. Under the terms of an agreement with the British Ministry of Food last year, producers in this territory receive a guaranteed price of 2s. 6d. per dozen for eggs exported to the United Kingdom. Exports of poultry (which includes turkeys, geese, ducks, chickens, old fowl and other dead poultry) were 66,636 valued at £994,789 in the first seven months of 1949, an advance of about 50 per cent on the previous year's figure of 43,142 valued at £681,864.

Livestock Supplanting Corn Production

The abolition of compulsory tillage and the availability of feedstuffs has enabled the Irish farmer to resume production of livestock as his principal product and to abandon cultivation of some of the crops for which this country is comparatively ill-suited. The total acreage of corn crops shows a decrease of 21·6 per cent, or 330,000 acres, during the twelve months between June, 1948, and June, 1949. Production of wheat, which was a compulsory crop during the emergency, is now reduced by 31 per cent. Last season, 518,400 acres were sown, and this year the acreage was 357,700. The area under oats has been reduced from 880,100 acres to 682,900 acres, and rye, peas and beans account for only 2,500 acres this year as compared with 9,300 acres last year.

Barley is the only corn crop of which the acreage has been extended, the increase amounting to 29 per cent, from 119,800 acres in 1948 to 154,500 acres this year. This crop is favoured because many growers had signed contracts with Messrs. Guinness, the principal users in this country, who guarantee a price of 57s. 6d. per barrel for malting barley. During the last ten years the overworked and under-fertilized soil has been producing approximately nine barrels per acre, but this year the

crop is expected to yield more than twelve barrels per acre, which would be the highest recorded at any time during the last forty-five years. The quality is also high.

The surplus yield represents a total of hundreds of thousands of barrels and presents a problem to growers, since limitations on storage space prevent the contractors from purchasing much beyond the amount for which they have contracted, and the unsold barley may have to be used as feed for livestock and poultry. This would, of course, reduce the demand for maize, which is a charge on Irish dollar supplies.

Area Devoted to Root and Green Crops Reduced

The total area devoted to root and green crops has been reduced by 68,700 acres, from 723,900 to 655,200 acres, but favourable weather conditions and adequate supplies of fertilizer are expected to result in good returns generally.

There was a slight decrease in the acreage under hay, from 2,021,400 in 1948 to 1,999,300 in 1949. Yields this year were somewhat below average, but quality is considered excellent. Pastures were in good condition at the end of the summer, and aftergrass was abundant.

The area under flax this year is 3,000 acres less than last year (when it was 20,000 acres), since growers have no outlet for their product other than Northern Ireland, and the price offered by Northern Ireland flax spinners is not attractive unless increased by the government subsidy, which is payable only to growers in Northern Ireland. This year's crop is expected to yield good results.

The sugar-beet industry, which is controlled by the government, has responded to careful scientific treatment by a steady increase in the yield per acre and in the sugar content. Although the area under sugar beet this year is approximately 8,000 acres less than last year's 64,000 acres, it is expected that the sugar harvest will amount to the same as last year, 84,000 tons.

Agricultural Development Schemes in Operation

The Republic is taking advantage of the technical assistance and other facilities offered by ECA. The Department of Agriculture has despatched a soil science adviser to the United States to visit agricultural research stations and leading agricultural colleges, and two Irish statisticians are going to that country in the autumn to study American methods of calculating income and family budget statistics and of conducting agricultural surveys.

Thirty mud-spreading machines, assembled with material received under ECA, are now being used for spreading limestone by-products that have been chemically treated after the pure lime has been extracted from the crushed limestone. Response to the government's land rehabilitation project has been good, and work is expected to be under way by the autumn of 1949. The scheme at present includes only farmers who undertake to carry out the work themselves and who will receive a free grant from the government. Later it will also include those who wish the government to carry out the work for them. It has been launched so far in only eight counties, but it is hoped to cover the entire Republic before July, 1950. The scheme involves draining, creation of shelter belts, control of watercourses, soil analysis, the application of lime, phosphate or other necessary components and the clearing of scrub and bush to extend hill pastures. The Minister for Agriculture also recently announced his intention to have a survey made of the main arterial rivers, with a view to expert drainage.

A determined effort is being made to exploit more fully than in the past the agricultural resources of this country, and there is no doubt that scientific research, mechanization and provision of electric power on farms, rehabilitation of pastures and tillage, and reclamation of waste land will very greatly increase the productive capacity of the country.

Adverse Trade Balance Lower

The Republic continues to increase its exports at a steady rate, and the adverse balance of trade for August was the lowest for any month in the last twelve. Trade returns recently issued show that exports for the first eight months of 1949 were valued at £9,024,504 more than in the first eight months of 1948, while for the same period imports were £10,582,620 less in value. Comparative figures for the January-August period were: Imports, £83,408,184 (£93,990,804 in 1948); and exports, £35,645,772 (£26,837,963 in 1948).

The balance of trade with the dollar area is less favourable. Imports from the United States, at £11,754,853, are £4,699,574 higher than in the first eight months of 1948, while exports thereto, at £142,240, are £95,670 lower. Imports from Canada fell from £1,791,786 to £1,503,371, while Irish exports to Canada almost doubled, from £16,984 to £30,657. It is apparent that, without the funds provided by Marshall Aid, it would be extremely difficult for Ireland to maintain her standard of living and to increase her industrial and agricultural exports as she is doing. The devaluation of the pound has been a serious blow to this country, since her dollar earnings balance only a very small part of her dollar expenditure. The best efforts of the government, although they have halted the rise in the cost of living, have not been successful in bringing about a reduction, and any rise in the price of imported goods at present will have serious results.

Vigorous efforts are being made to deal with the housing shortage throughout the country and especially in Dublin, which has long been recognized as a primary cause of Irish social problems. A determined attack is also being made on tuberculosis, a scourge of this country for many generations, and the building of houses, hospitals, and schools is under way in every district. Serious delays result from a lack of skilled labour, since, during the last decade, the shortage of raw materials, and consequently of employment, in this territory forced emigration figures to lamentable heights.

If there is no further deterioration in world conditions, the rise in Irish industrial and agricultural output is likely to continue, and it is probable that the vigorous policy of utilizing ECA funds, technical assistance and scientific advice to develop the natural resources of the country —of which her pasture lands are chief—will bring a period of increasing prosperity.

Large Grants Made for Development in British Caribbean

Port-of-Spain, September 28, 1949.—(FTS)—During the year ending March 31, 1949, schemes approved under the Colonial Development and Welfare Act for the British Caribbean covered grants and loans of approximately £2,087,478. This brings the total for schemes approved since the inception of the Act in 1940 to £13,500,000. Most of the plans now being approved are economic in nature, as contrasted with the earlier concentration on social services. Included in the approved schemes are road building, forest regeneration, agricultural development, hydro-electric and water plants, airfield improvement and seaplane base construction.

Industrial Output in Australia Increased During Past Year

Production of iron and steel below prewar level, due to labour unrest and shortage of coal—Supply of consumer goods increased, as imports were made available—Decentralization of industry delayed by shortage of materials and manpower—British firms considering establishment of rayon mills.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the second in a series of three reports on economic conditions in Australia, prepared for reproduction in *Foreign Trade*.)

(One Australian pound equalled $3.2240 as at September 17, 1949)

SYDNEY, N.S.W., September 21, 1949.—Industrial production in Australia increased during the fiscal year ended last June, and exceeded that for previous postwar years. Rural production either reached or exceeded that before the war. The output of fuel and power was higher than the prewar levels, but was quite inadequate to meet the demand. Production of iron and steel dropped below the prewar level, and plants were operating at 60 per cent capacity on account of labour troubles and the shortage of coal, although the demand for these products was strong. Brick production was likewise below the prewar level and the current demand. The supply of many scarce consumer goods increased substantially as imports were made available. Full employment continued during the year, and the labour turnover was high. Industrial disputes continued to harass the economy. Effects of the coal strike are revealed by the following production figures:

Australian Commodity Production

	June	July
Biscuits—tons	3,680	1,280
Beer—gallons	11,000,000	6,200,000
Pig iron—tons	69,300	16,400
Ingot steel—tons	68,800	nil
Lead—tons	18,900	4,900
Sulphuric acid—tons	51,900	29,500
Superphosphate—tons	132,100	72,000
Cement—tons	94,100	26,100
Motor bodies—number	2,932	1,465
Cornflour—tons	1,260	590
Corsets—dozen	8,500	6,300
Brassieres—dozen	22,300	17,600
Perambulators—number	6,540	5,590
Golf clubs—dozen	1,160	696
Toilet soap—cwts.	21,500	12,200

Production of coal in New South Wales this year is estimated at four million tons below essential requirements. An investigation by the Coal Board has disclosed that 14·7 million tons of New South Wales coal will be required this year; 15·8 million tons in 1950; 16·5 million tons in 1951; 17·3 million tons in 1952; and 18 million tons in 1953. These requirements make allowance only for consumption in Australia and for minimum exports to Pacific Islands. They do not allow for the recapture of Australian export markets or for essential stock piles. It is estimated that this year's production would probably be approximately ten million tons, or almost

a million tons less than last year. The survey indicates that, even if the industry had been absolutely free of industrial disputes, production would have been one million tons below requirements. This inadequate coal production is regarded seriously from the standpoint of Australia's security, and is not considered as a purely domestic issue. Perhaps the most useful contribution that Australia can make to the new nations of East Asia is to provide them with an increasing supply of iron and steel products.

Steel Production Lower

Australia's steel production for 1948-49 is estimated at more than 13 per cent lower than last year. Productive capacity of the Australian steel industry was 1,750,000 tons, although last year the output was only about 60 per cent of capacity. This has necessitated substantial imports of higher-priced steel and, because of the coal strike, steel imports next year will be heavier. The price for Australian steel is £22 per ton, whereas in 1948-49 Australia imported 38,740 tons of steel at an average of £75 2s. per ton. This situation has seriously hampered building generally and has caused a number of factory and commercial projects to be shelved.

The Co-ordinator General of Works, in his annual report to the National Works Council, outlined a reserve of public works estimated to cost over £700 million. Over half of this program is said to be planned in sufficient detail to be put in operation at short notice to counter any recession in economic activity. In addition, £124 million have been approved for loan and capital works for the current year by the States and Commonwealth.

The program is based on the principle of the multiplier and pump-priming theory, whereby it is expected that public spending, at a time when private investment falls off, will stimulate the economy. However, owing to critical weaknesses in the output of coal, steel and basic commodities, it is doubtful if such ambitious schemes could come to fruition in sufficient time to prevent widespread unemployment once a recession in private demand commenced.

Decentralization of Industry Being Carried Out

Plans involving extensive expenditure are being carried out by the federal and state governments, largely through the development of new industries. Planned industrial areas have already been created in some outlying districts and others are being developed. Shortages of essential materials and manpower were delaying the extensive decentralization scheme, but it was the government's intention to place large numbers of immigrants in essential industries to help overcome the difficulty.

The first Australian-built Hartnett motor car is expected to be on the road in the near future. The company is to have a nominal capital of £250,000. It is still negotiating for sites, and it is proposed to proceed almost immediately with the assembly of the new car from components obtained in Great Britain. Eventually, subsidiary companies will be formed to manufacture certain groups of components. It is expected that the car will sell for less than £500.

Rayon Yarn Industry May be Established

The formation of the Australian Viscose Company Limited this year is another indication that a rayon yarn industry may soon be established in Australia. This company was formed primarily to negotiate with Oscar Kohorn & Company Limited of New York for the supply and erection of

a plant for the manufacture of rayon and allied products. It is understood that the proposed plant will be designed to manufacture a type of tire cord yarn now obtained from the dollar area. Two other companies, James Nelson Limited, of Lancashire, and Courtaulds, of London, are also considering establishing rayon mills in Australia. Textile Coombs and Tubes Proprietary Limited has been registered with a nominal capital of £250,000 to manufacture combs, pirns, tubes and spools for the textile industry.

Devaluation of Pound Affecting Agricultural Economy of Iran

Exports of carpets, skins, oils, dried fruits, gums and raw silk uncertain, following revaluation of rial—Exchange certificates considered to provide subsidy for exports of raw materials.

By G. A. Browne, Canadian Government Trade Commissioner in Karachi

KARACHI, October 26, 1949.—Devaluation of the pound sterling has created problems in Iran that closely resemble those of Pakistan, which is also largely agricultural in character. The nature and organization of her agricultural economy, as this is related to her external trade, did not permit of a sudden and large increase in exports to counterbalance the decline in currency value. Furthermore, a large part of Iran's trade being with the dollar area, a reduction of the rial's ratio with the dollar would result in reduced dollar earnings and increased costs to importers. Further, a large part of Iran's sterling earnings come from Anglo-Iranian Oil Company royalties and the sale to A.I.O.C. in Iran of Iranian currency at official rates of exchange for A.I.O.C.'s day-to-day operations in Iran. Holding the rial to gold would mean a greater sterling return from these sources. Additionally, the sterling balances held for Iran in London are guaranteed 60 per cent in gold and 40 per cent in sterling. Maintaining the rial's pre-devaluation rate would result in an increase in these sterling holdings in the ratio of 250 to 174, the new and old shilling price of gold in London.

Accordingly, after due deliberation, the National Bank (Bank Melli Iran) fixed the rate for the rial against the pound sterling at a mid-point of 90, an increase from the former 128-130 rate, reflecting the fall in value of sterling.

Maintenance of New Rate Uncertain

The maintenance of this rate is uncertain, due to the possible opposition of overseas buyers from Iran of carpets, skins, oils, dried fruits, gums and raw silk, who will certainly look for alternate sources. In order to protect exporters, a scheme has been mooted in Teheran to increase the cost of exchange certificates for luxury goods, and to apply the earnings from this measure as a subsidy to Iran's exports of raw materials. There is yet no official indication as to whether such a step will be adopted.

Iran has been negotiating for a 250-million dollar loan with the International Bank, as an indispensable part of her financing of her seven-year plan. The Bank recently declined to consider a loan of more than $50,000,000. The future course of the rial is therefore involved with the outcome of the International Bank negotiations and the accommodation which the Anglo-Iranian Oil Company, by far the most important single factor in the country's economy, can give.

Mexico Second Largest Source of Raw Cotton Supply for Canada

Expected that one-third exportable surplus from crop recently harvested will be shipped to Canada, with the balance going to Europe—Most of the cotton grown on irrigated land in northern part of Mexico—Mechanical equipment being used to greater extent.

By W. J. Millyard, Assistant Commercial Secretary for Canada

MEXICO CITY, October 18, 1949.—Mexico has harvested a cotton crop estimated at 675,000 bales, and large orders have again been placed by Canada for delivery from November to March. It is expected that one-third of the exportable surplus will be shipped to Canada, with the balance going to Europe. Exports are closely controlled by the government, and permits must be obtained for all cotton shipped abroad.

Canada purchased goods valued at $26,000,000 from Mexico in 1948, baled cotton representing $19,942,820 of this figure, thus placing this country in second place as a source of supply for cotton. The United States sold $30,816,666 worth of cotton to Canada last year. An upward trend in Canadian imports of cotton from Mexico is noted for the last seven years, as follows: 1942, $35,576; 1943, $760,971; 1944, $1,614,024; 1945, $2,524,943; 1946, $3,855,232; 1947, $9,549,141; 1948, $19,942,820.

The Mexican textile industry prefers relatively long fibres and, consequently, the bulk of domestic consumption comprises cotton with fibres more than one inch in length. Long-fibre cotton is not grown in sufficient quantity to meet domestic requirements, and from one to three thousand bales must be imported annually. Exports are, therefore, almost wholly of the short-fibre cotton, which is the type that Canada has been buying from Mexico. Mainly because of the low wages paid in Mexico, prices are lower than those quoted for comparable grades of American cotton.

Cotton is the leading agricultural export item and, in terms of production value, is the second most important crop in Mexico. All Mexican cotton is of the American Uplands variety, and most of it is grown from United States seed, annual imports of which average from ten million to twenty-five million pounds.

United States Buyers Have Heavy Investment in Mexico

Some of the leading American cotton buyers have heavy investments in Mexico, and it is through this medium that most of the cotton for Canada is purchased. They maintain warehouses and compressors in the main crop areas, as well as ginning equipment and plants for cutting linters and extracting oil from cottonseed obtained in ginning. While government banks finance the collectivized farms, the large cotton buyers act as factors for the small independent farmers, financing production and retaining a mortgage on the crops, thereby exercising at least a measure of control over the sale of the cotton.

Cotton cultivation has become mechanized to a fair extent, although picking is still done by hand. The main United States and Canadian manufacturers of agricultural implements are represented in Mexico, and have been very successful in the sale of equipment to cotton-growers. The pink bollworm has always been a problem, but the use of insecticide and application by airplane dusting is steadily increasing. Fertilizers are

used less extensively than in the United States, which is probably one of the chief reasons why the Mexican cotton yield is lower than the American.

Bulk of Cotton Grown in North on Irrigated Land

Practically all the cotton is grown on irrigated land in the northern part of Mexico, the Laguna, Matamoros and Mexicali districts, in that order, being the principal producers. Laguna, with cotton plantings of 200,000 acres, is one of the oldest cotton-producing areas in Mexico, production being recorded as early as 1840. Since it is situated in the arid interior of the country, it is irrigated by miles of artificial canals, through which water is pumped. One-third of the land is comprised of communally owned parcels, known as "ejidos", and the remainder by private individuals. The season extends from March to October 15, which is later than in the Matamoros area, along the Gulf of Mexico, which is one of the newer and certainly the most rapidly expanding cotton areas of Mexico. There are about 400,000 acres under cultivation, and it is estimated that another 500,000 will be cleared within the next two years. The Valley of Mexicali district, which has the third largest cotton crop, is in the northwestern part of Mexico and is really a continuation of the Imperial Valley of California. This is a very dry region and here, too, cotton-growing is almost entirely dependent on irrigation. It is not expected that the total cultivated area will exceed 250,000 acres, of which approximately 200,000 acres can be devoted to cotton.

Artificial Insemination of Hong Kong Cows Made Possible by Air Express

Semen from a pedigree Ayrshire bull, owned by University of British Columbia, flown across Pacific in an elapsed time of forty-four hours—Dairy Farm, Ice and Cold Storage Company, Limited, places repeat orders.

By K. F. Noble, Canadian Government Trade Commissioner

HONG KONG, October 14, 1949.—Artificial insemination of Canadian cattle in Hong Kong from Canadian blood lines at stud in British Columbia has been made possible by the establishment of a regular air service between Vancouver and Hong Kong. Delivery was made recently in Hong Kong of a package containing semen extracted from the pedigree Ayrshire bull, *Ubyssey Governor's Spitfire,* owned by the University of British Columbia, to the Dairy Farm, Ice and Cold Storage Company, Limited, in Hong Kong. The consignment was wrapped in two vials of 10 c.c., each being placed in a thermos flask with ice. This was then packed in a small box with dry ice, and delivered to the captain of the Canadian Pacific Air Lines *Empress of Hong Kong.*

The shipment was made in an elapsed time of forty-four hours, which is an important factor, as the semen loses its virility after seventy-two hours. Packing was also important, as the temperature must be maintained at a uniform level. On arrival at the airport in Hong Kong, the farm superintendent arranged for its transfer by taxi, tender and special car to the farm at Pokfulam, where twelve cows were artificially inseminated by the farm veterinarian.

Arrangements for the introduction of a new Canadian blood line into the dairy herds of Hong Kong were made with the Lower Fraser

Hong Kong—Package containing semen, extracted from a purebred Ayrshire bull in British Columbia, was flown to Hong Kong to introduce a new Canadian blood line into the dairy herds that supply milk to the Crown Colony. Mr. T. R. G. Fletcher (centre) received the package from Captain L. G. Fraser, commander of the Canadian Pacific Air Lines' Empress of Hong Kong, and delivered it to Mr. P. C. Jackson, farm superintendent.

Valley Artificial Insemination Association through the Western Representative, in Vancouver, of the Canadian Trade Commissioner Service. As the Dairy Farm, Ice and Cold Storage Company, Limited, is well satisfied with this experiment, the first in the history of Hong Kong, it is expected that further shipments will be effected, at bi-monthly or monthly intervals.

(Editor's Note—Canadian Pacific Air Lines have been requested to carry a package containing two vials of 10 c.c. each aboard their aircraft, leaving Vancouver each Sunday during November, and arrangements made for the semen to be obtained from the same Ayrshire bull.)

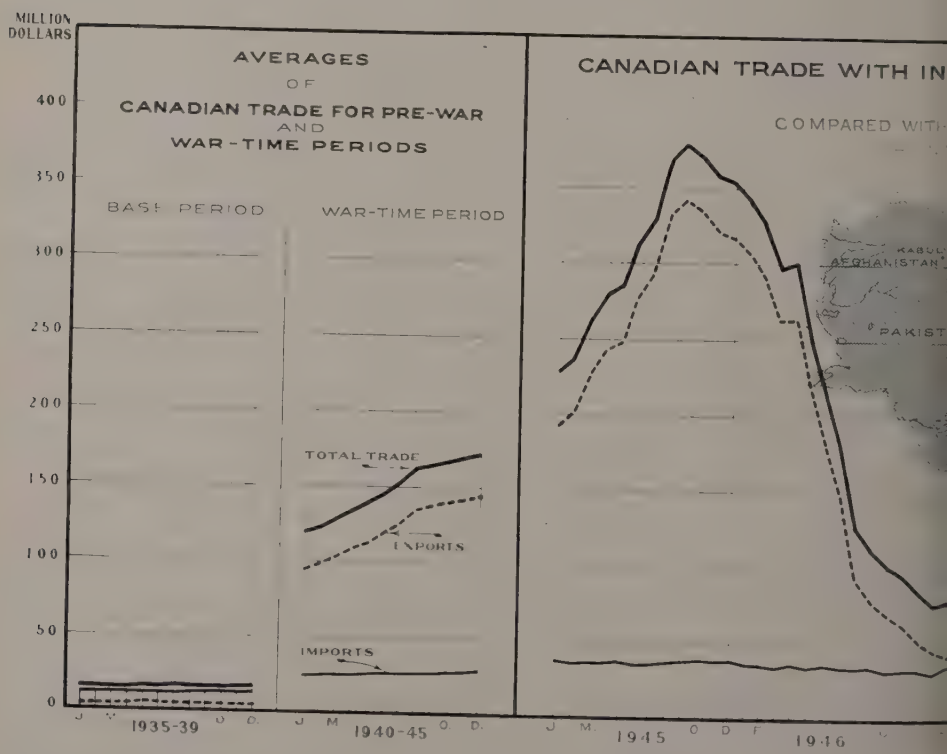
Canadian Trade with India, Pa

Canadian Exports

(Twelve Months Ended)

Country	August					
	Average 1935-39		1948		1949	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Afghanistan	[1]	[2]	42	0·1	11	
Burma	[3]	—	351	0·9	100	0·1
Ceylon	209	5·5	2,994	8·1	2,358	2·6
India	3,617	94·5	32,501	87·4	71,393	77·8
Pakistan	[3]	—	1,282	3·4	17,953	19·6
TOTAL	3,826	100·0	37,169	100·0	91,816	100·0

[1] Less than $1,000. [2] Less than one-tenth of one per cent. [3] Included with India.



fghanistan, Burma and Ceylon

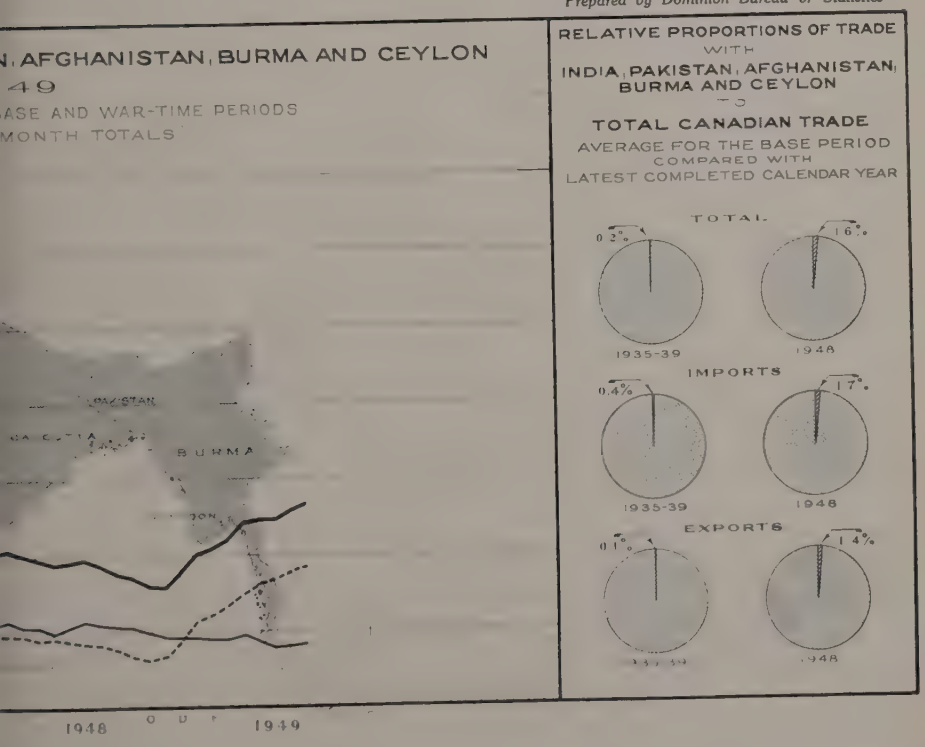
Canadian Imports

(Twelve Months Ended)

Country	August					
	Average 1935-39		1948		1949	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Afghanistan	[1]	[2]	Nil	—	2	[2]
Burma	[3]	—	7	[2]	32	0·1
Ceylon	3,839	31·7	11,679	22·2	12,507	30·7
India	8,272	68·3	40·217	76·3	26·709	65·6
Pakistan	[3]	—	798	1·5	1.457	3·6
TOTAL	12,112	100·0	52,702	100·0	40·707	100·0

[1] Less than $1,000. [2] Less than one-tenth of one per cent. [3] Included with India.

Prepared by Dominion Bureau of Statistics



South Africa Provides Little Scope For Consumer Goods at Present

Devaluation of pound likely to divert purchases formerly made in Canada to sterling sources—Market maintained for raw materials and capital equipment—Gold mines in more favourable position, though labour costs likely to rise—Business recession continued during 1949.

By S. G. Tregaskes, Assistant Commercial Secretary for Canada

(Editor's Note—This is the first of two articles on economic conditions in South Africa, prepared for publication in *Foreign Trade.*)

CAPE TOWN, October 15, 1949.—Devaluation of the pound sterling, followed by that of the South African pound, will have the effect of diverting purchases from Canada to sterling sources, as imports from Canada will cost approximately 33 per cent more than before these financial measures were taken. Canada supplied South Africa with 6 per cent of the imports from all countries during 1948, including consumer goods, raw material and capital equipment. The South African market offers little outlet for Canadian consumer goods at present, but there is more scope for raw materials and capital equipment, where the demands of industry and development projects are more rigid.

The gold-mining industry should be in a position to process lower-grade ore, as a result of the devaluation of the South African pound in

South Africa—Marine Parade, in Durban.

Photo by South African Railways.

terms of gold. The fact that the gold mines will be in a more profitable position is expected to stimulate the influx of investment funds to South Africa. The gold-mining industry will assist secondary industries and agriculture, which depend on it to a material extent. Some improvement in the exports of farm products is expected. The strain on this country's ability to finance its international payments, especially with the sterling area, should be eased, while government finances are likely to improve.

Some of the benefits accruing to the gold-mining industry from devaluation will likely be dissipated by demands for higher wages and other increases in working costs. Internal price levels are expected to rise, as manufactures, capital equipment and raw materials from the United States will cost 45 per cent more than before devaluation. Approximately 37 per cent of the total imports in 1948 originated in the United States, indicating the extent to which South Africa depended on that country for her requirements.

Business Recession Continues

The recession in business conditions, first evident during the last few months of 1948, continued during the first eight months of 1949. The share and property markets contracted noticeably, and building activity declined. Production continued, however, at satisfactory levels, and employment was well maintained, while slightly below last year's record level. It appears that the downward trend is slowing to a more stable, though somewhat lower level. The economic position of South Africa is still affected by import restrictions, financial and exchange difficulties and, of course, devaluation.

The wholesale trade underwent a period of unusual activity in June and July, when unusually large quantities of goods arrived from overseas as a result of efforts to "beat-the-ban", which became effective after June 30. Imports have declined substantially, and the wholesale trade is relying mainly on its inventories, particularly of consumer goods, to satisfy retail demands. However, there is no serious shortage of most goods and, with an apparent hardening of consumer buying, it is expected that most consumer goods will continue in relatively good supply for several months to come. Retail trade during the first eight months of the current calendar year was relatively quiet, buyers being more selective in their purchases. The increase in payments on a credit basis, including hire-purchase sales, is evidence of a general tightening of money and a decline in consumer purchasing power.

Import Restrictions More Severe Since July

More stringent import control measures for the last six months of this year were announced on May 23 by Dr. T. E. Donges, Acting Minister for Economic Affairs. It was stipulated that permits would be required for all imports after July 1, 1949, the most important exceptions being for commodities from the sterling area that were shipped on or before June 13, 1949, and which arrived in this country after June 30. Imports from non-sterling area countries, for which payment had been made on or before June 30, 1949, under the then existing exchange quota regulations were also excepted.

In practice, general permits were granted only for the importation of essential raw materials and capital goods, and no permits were granted for consumer goods except those that might be considered essential on medical or health grounds. For the period July 1 to December 31, 1949,

permits were granted on the basis of 25 per cent of the total f.o.b. cost of the individual importer's total importations during 1948 in the case of sterling goods and 16⅔ per cent in the case of non-sterling area goods.

June and July Imports Near Record Levels

As a result of "beat-the-ban" shipments, which were subject to import permit control after June 30, imports in the month of June, especially from the United Kingdom, were particularly heavy. Congestion at the ports at the end of that month forced many ships already in Union waters to unload in July. Consequently, the total imports for the month of July were only slightly below the near record level for June. The effects of extended import restrictions and exchange controls first became apparent in August, when Union imports fell by 35 per cent from the July figure of £34,068,488 to £22,312,000.

Despite import control and foreign exchange restrictions and the total prohibition of some items of consumer goods, the Union's trade deficit for the first eight months of 1949 increased over that for the comparable period of 1948. The value of imports into South Africa for the first eight months of this year totalled £231 million as compared with £222 million for the corresponding 1948 period. Exports (excluding gold) for the first eight months of 1949 had a total value of £85,000,000, leaving the visible adverse trade balance at the end of August at £146,000,000. Of this amount, £64,000,000 was covered by gold sales, leaving £82,000,000 to be met from gold and sterling reserves.

United Kingdom Gold Loan Repaid

As a result of falling sterling reserves, the Union requested further repayments on its £80,000,000 gold loan of 1948 to the United Kingdom. Repayment was completed in the first week of September. Despite this, however, the Union's reserves of gold and sterling exchange showed a substantial decline at the end of August as compared with December 31, 1948. Gold reserves fell from £44,964,000 to £33,057,000, and sterling reserves from £32,361,000 to £6,575,000.

In his report to the 29th general meeting of the South African Reserve Bank, on July 27 of this year, the Governor of the bank, Dr. M. H. de Kock, outlined the underlying causes for the disequilibrium in the Union's balance of international payments. These were:

1. A sharp deterioration in terms of South Africa's trade with other countries, due to the decline in the exchange value of the Union's principal export commodity—gold.
2. An abnormal demand for producers' goods for the development of new gold fields, the establishment of new industries and the expansion of existing industries and associated activities.
3. The monetary inflation which has taken place in the Union and which has helped to accentuate the effective demand for consumers' as well as producers' goods from abroad.

Dr. de Kock summarized the various measures which have been taken by the Union Government to check the disequilibrium.

1. Import restrictions in the form of import licensing and commodity control, with a view to limiting imports from sterling and non-sterling countries to the amount of foreign exchange available from current earnings and capital receipts.
2. Stimulation of local production of goods which can be exported and thus earn foreign exchange, or which can place imported goods and thus save foreign exchange.

3. A contraction of bank credit with a view to checking unnecessary consumption, speculation and non-essential production, in order to ensure the financial requirements of essential production and new development.
4. Limitation of public capital expenditure, not only because of the necessity to economize with foreign exchange but also because of anticipated internal financial stringency.
5. Attraction of foreign capital into South Africa for genuine long-term investment.

Port of Bombay Free of Congestion

Bombay, November 4, 1949.—(FTS)—Congestion in the port of Bombay has ended, nine berths having been reported vacant yesterday. This is in marked contrast to the situation several months ago, when cargo vessels were forced to lie idle, awaiting berths, and shipping companies were compelled to impose a 25 per cent surcharge on cargo shipped to Bombay. Not a single ship has had to anchor in the roadstead for the past six weeks. Loading and discharging operations have proceeded without interruption, the quayside being free from congestion. Severe import restrictions, together with the diversion of food ships to the ports of Bhavnagar, Okha and Navlakhi, are largely responsible for the present situation.

Shippers and importers hope that the 25 per cent surcharge on cargoes destined for Bombay will be removed in the near future. The chairman of the Bombay Port Trust said recently that there was no justification whatever for the surcharge being continued any longer, and the sooner it was removed the better.

Rum Exports From the Caribbean Lower

Port-of-Spain, October 28, 1949.—(FTS)—The wartime and post-war demand for rum appears to have died down, and producers in the Caribbean are facing reduced sales to the United Kingdom, France, the United States and Canada. As a result, distilleries in the British colonies are expected to reduce their production by some 25 per cent. The lower level of exports will permit the building up of the somewhat depleted reserves of aged rum. All shipments from French overseas departments and territories to metropolitan France were suspended on June 16 in order to permit some reduction in the stock of 3,000,000 gallons which had been built up. In order to assist overseas producers during this difficult adjustment period, La Caisse Centrale de la France d'Outre Mer is allowing a special advance of 50 francs per litre against future shipments.

New Zealand Invites Tenders for Electrical Equipment

Tenders have been invited by the New Zealand State Hydro-Electric Department for the hydraulic and electrical components for the lifting gear for intake gates at the Maraetai power plant, under contract S.M. 845. Tenders for this contract close on December 6, 1949, in Wellington.

Canadian firms interested in the provision of this equipment may obtain further particulars and specifications from Mr. J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal.

It was erroneously reported in the November 12, 1949, issue of *Foreign Trade* that tenders had been called for the actual intake gates.

Canadian Imports, by Areas

Country	September			January—September		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES	(Millions of Dollars)					
United Kingdom and Europe	10.0	24.1	21.9	89.7	217.4	240.8
America	2.1	5.5	6.4	17.2	38.9	47.4
Africa	0.1	2.0	1.8	3.1	24.2	14.8
Asia	1.6	5.5	3.9	16.7	53.9	46.9
Oceania	1.1	4.7	3.2	11.4	29.3	30.5
TOTAL COMMONWEALTH COUNTRIES	14.9	41.8	37.2	138.2	363.5	380.3
FOREIGN COUNTRIES						
United States and Possessions	34.7	152.9	158.2	319.6	1,325.6	1,472.1
Latin America	2.2	18.5	16.7	12.0	167.3	135.2
Europe	3.7	5.3	6.3	28.7	43.3	63.5
Other Foreign Countries	0.9	3.2	3.1	7.6	23.6	22.8
TOTAL FOREIGN COUNTRIES	41.5	179.9	184.4	367.8	1,559.8	1,693.7
TOTAL IMPORTS FOR CONSUMPTION	56.4	221.7	221.6	506.0	1,923.3	2,073.9

Canadian Imports, by Countries

Country	September			January—September		
	1938	1948	1949	1938	1948	1949
COMMONWEALTH COUNTRIES	(Thousands of Dollars)					
Europe:						
United Kingdom	10,015	24,100	21,943	89,644	217,292	240,713
Eire	1	32	6	17	64	54
Gibralter	.....	.....	.....	.....	.....	.....
Malta	.....	.....	.....	1	1	10
TOTAL EUROPE	10,016	24,132	21,949	89,662	217,357	240,777
America:						
Newfoundland	200	1,044	.....	1,693	7,308	(a) 918
Bermuda	3	9	1	60	43	134
Barbados	99	609	1,037	1,207	4,978	4,347
Jamaica	539	1,145	1,875	5,225	7,433	14,072
Trinidad and Tobago	113	863	815	2,120	7,161	13,370
Bahamas		13	60	2,082	369	691
Leeward and Windward Islands	99	12	11		242	185
British Honduras	6	.....	.....	54	563	207
British Guiana	1,056	1,762	2,650	4,804	10,803	13,429
Falkland Islands	.....	.....	.....	.....	.....	.....
TOTAL AMERICA	2,115	5,457	6,449	17,245	38,900	47,353
Africa:						
Northern Rhodesia		4	7		8	42
Union of South Africa	45	202	208	658	2,369	3,028
Other British South Africa		.....	.....		.....	.....
Southern Rhodesia	.....	13	18	2	176	738
Gambia	.....	.....	.....	.....	.....	.....
Gold Coast	22	745	1,182	596	8,597	5,965
Nigeria	.....	5	148	362	4,930	2,593
Sierra Leone	1	.....	8	11	5	8
Other British West Africa	.....	.....	.....	.....	.....	.....
Anglo-Egyptian Sudan	2	6	2	21	18	17
British East Africa	46	1,052	185	1,433	8,049	2,361
TOTAL AFRICA	116	2,027	1,758	3,083	24,152	14,752

Note.—Throughout this bulletin, totals represent sums of unrounded figures, hence may vary slightly from sums of rounded amounts.

Newfoundland Foreign Trade included from April 1, 1949; September—1-9, six months ended September—11-9. (a) January–March, 1949.

Country	September			January—September		
	1938	1948	1949	1938	1948	1949
	(Thousands of Dollars)					
COMMONWEALTH COUNTRIES—Conc.						
Asia:						
India	642	1,647	2,314	5,882	26,365	20,340
Pakistan		40	28		838	977
Burma*	11	.....	.....	257	.....	.....
Ceylon	317	1,351	980	2,692	8,191	9,145
Aden	.....	494	.....	7	1,412	884
British Malaya	558	1,753	379	7,085	15,528	13,126
Other British East Indies	4	18	.....	104	52	21
Hong Kong	48	205	157	582	1,455	2,384
Israel†	1	.....	.....	126	25	.....
TOTAL ASIA	1,581	5,508	3,858	16,735	53,866	46,877
Oceania:						
Australia	656	2,953	2,032	5,767	17,107	17,626
New Zealand	187	995	165	3,765	8,046	7,276
Fiji	229	727	977	1,884	4,110	5,599
Other Oceania	.....	.....	.....	16	.....	.....
Total Oceania	1,072	4,675	3,174	11,432	29,263	30,501
TOTAL COMMONWEALTH COUNTRIES	14,900	41,797	37,189	138,159	363,537	380,260
FOREIGN COUNTRIES						
United States and Possessions:						
United States	34,705	152,707	157,996	319,403	1,322,734	1,470,583
Alaska	10	70	230	62	990	895
American Virgin Islands	.....	1	1	.....	13	8
Hawaii	6	64	.....	112	537	168
Puerto Rico	.....	77	11	2	1,373	430
United States Oceania	.....	.....	.....	.....	.....	.....
TOTAL UNITED STATES AND POSSESSIONS	34,721	152,919	158,238	319,579	1,325,647	1,472,084
Latin America:						
Argentina	293	30	307	1,520	5,311	2,841
Bolivia	.....	.....	52	8	.....	942
Brazil	56	1,631	1,338	575	15,257	13,574
Chile	.....	1	85	73	255	566
Colombia	1,256	609	1,694	4,933	6,241	8,714
Costa Rica	14	224	53	60	2,665	1,632
Cuba	34	1,414	184	330	15,625	4,197
Dominion Republic	.....	2,659	1	.....	13,653	3,775
Ecuador	3	215	63	22	772	935
El Salvador	3	42	61	12	1,114	1,018
Guatemala	10	501	663	76	6,425	4,647
Haiti	4	.....	200	61	128	742
Honduras	17	830	635	23	4,571	5,180
Mexico	111	1,721	3,071	538	22,706	13,888
Nicaragua	.....	8	15	.....	171	150
Panama	3	76	181	15	673	1,467
Paraguay	2	.....	94	55	221	359
Peru	303	56	43	2,471	369	1,579
Uruguay	11	55	117	96	593	711
Venezuela	67	8,434	7,868	1,151	70,517	68,314
TOTAL LATIN AMERICA	2,187	18,506	16,725	12,019	167,267	135,231
Europe:						
Albania	.....	.....	.....	2	.....	.....
Austria	.....	10	35	83	245	263
Belgium and Luxembourg	555	931	1,173	4,229	8,780	14,890
Bulgaria	.....	.....	.....	.....	.....	1
Czechoslovakia	256	427	285	2,214	3,289	5,560
Denmark	6	104	47	118	1,644	1,515

*See Foreign Countries from January 1, 1948. †See Foreign Countries from January 1, 1949.

Country	September			January—September		
	1938	1948	1949	1938	1948	1949
FOREIGN COUNTRIES—Conc.	(Thousands of Dollars)					
Europe—Conc.						
Estonia	1	4	1	17	4	4
Finland	6	8	.....	53	29	30
France	709	999	1,057	4,317	8,489	9,915
Germany	919	128	768	6,990	775	5,436
Greece	1	13	11	18	131	110
Hungary	4	3	6	119	90	64
Iceland	1	8	8	1	31	36
Italy	161	497	609	1,721	4,942	6,862
Latvia	.....	.....	.....	10	.....	4
Lithuania	.....	.....	.....	.....	1	2
Netherlands	446	1,054	890	2,573	3,860	5,541
Norway	53	91	155	481	554	849
Poland	18	2	15	175	13	122
Portugal	30	90	47	187	815	858
Azores and Madeira	18	36	44	125	252	438
Roumania	.....	1	.....	21	14	3
Spain	68	95	270	602	1,966	1,806
Sweden	195	185	250	1,692	2,030	2,570
Switzerland	278	603	664	2,621	5,361	6,597
U.S.S.R. (Russia)	7	.....	6	246	3	10
Yugoslavia	3	.....	.....	20	3	14
TOTAL EUROPE	3,735	5,289	6,341	28,635	43,321	63,500
Other Foreign Countries:						
Afghanistan	.....	.....	.....	.....	.....	2
Arabia	.....	.....	673	.....	.....	6,262
Belgian Congo	.....	6	8	1	977	430
Burma*	.....	.....	.....	.....	6	32
China	158	80	100	1,845	3,483	2,993
Greenland	253	.....	.....	508	.....	.....
Egypt	35	28	1	402	1,471	136
Ethiopia	.....	6	10	2	30	31
French Africa	4	2	.....	53	11	15
French East Africa	.....	.....	.....	158	.....	.....
French Guiana	.....	.....	.....	.....	.....	.....
French Oceania	1	.....	.....	1	.....	68
French West Indies	.....	.....	6	1	45	111
Madagascar	.....	.....	.....	33	24	9
St. Pierre and Miquelon	.....	1	.....	9	5	10
Iran	6	220	17	43	312	249
Iraq	4	19	18	78	704	425
Transjordan	.....	.....	.....	.....	.....	.....
Tripoli	.....	.....	.....	.....	.....	.....
Other Italian Africa	.....	.....	.....	.....	.....	.....
Japan	333	94	544	3,461	754	3,341
Korea	.....	.....	.....	1	.....	.....
Liberia	.....	.....	.....	21	7	7
Morocco	1	80	21	52	232	119
Indonesia	26	1,570	53	434	1,771	1,279
Netherlands Guiana	.....	121	2	.....	745	290
Netherlands Antilles	.....	466	534	.....	5,798	2,128
Israel*	.....	.....	89	.....	.....	377
Philippine Islands	40	371	982	332	6,239	2,854
Portuguese Africa	.....	.....	.....	.....	77	84
Portuguese Asia	.....	.....	.....	1	.....	.....
Siam	.....	29	3	10	70	71
Canary Islands	1	.....	.....	11	6	11
Spanish Africa	.....	.....	.....	.....	.....	.....
Syria	.....	3	4	9	18	419
Turkey	3	72	12	92	785	1,094
TOTAL OTHER FOREIGN	865	3,168	3,077	7,558	23,570	22,847
TOTAL FOREIGN COUNTRIES	41,512	179,881	184,380	367,794	1,559,805	1,693,667
TOTAL IMPORTS	56,412	221,678	221,569	505,953	1,923,343	2,073,927

*See British Countries prior to 1948. †See British Countries prior to 1949.

Trade and Tariff Regulations

British Guiana Alters Tariff on Split Peas and Cocoa Powder

Port-of-Spain, November 4, 1949.—(FTS)—Importers have been notified that the British Guiana Government will remit, as from September 18, 1949, the customs duty paid on split peas and cocoa powder in bulk to the extent of the amount calculated at the British Pereferential Tariff rate, as well as the Bill of Entry tax of 3 per cent ad valorem.

Split peas and cocoa powder in bulk will now enter British Guiana free of duty from Empire countries and pay the following reduced duties if imported from non-Empire sources: split peas, 25 cents per 100 pounds, and cocoa in bulk, 4 cents per pound, plus a surtax of 30 per cent of the duty in each case. (One British Guiana cent equals .64 cent Canadian.)

Venezuela Sets Quota for Tires and Tubes

Caracas, November 2, 1949.—(FTS)—Tires and tubes imported by Venezuela are subject to quota, effective October 22, 1949. Import permits, issued under the control of the National Supply Commission, will henceforth be required for the importation of these products. The annual quota for tires is 140,000 units, and that for tubes is 105,000 units. Imports of tires into Venezuela in 1948 totalled about 193,000 units, and imports of tubes were about 149,000 units. Canada supplied 36,000 tires and 32,000 tubes.

It is understood that permits will be issued in the name of importers, who will be able to specify any foreign supplier they wish. It is likely that importers who previously purchased tires and tubes in Canada will continue to buy from this source.

Kenya and Uganda Grant Import Licences for Dollar Area

Johannesburg, November 2, 1949.—(FTS)—Licences for the importation into Kenya and Uganda of goods from Canada and the United States, suspended since July 7, 1949, have been resumed, effective October 29, 1949. It is emphasized that the dollar situation has not improved, and that such licences will only be granted for goods essential to the economic life of the community.

Peru Suspends Official Exchange Rate

Lima, November 14, 1949.—(FTS)—Permitted imports into Peru are now on the basis of the free-market rate of exchange, the government having suspended the official rate of exchange of the sol.

Hitherto, the official rate of exchange, 6.50 soles to the United States dollar, has applied only to imports of certain specified essentials. These products are affected by the new decree. All other permitted imports are already financed at the free-market rate, which is about 18.20 soles to the dollar.

Canadian Manufacturing Increased Last Year

Canada's manufacturing industries had a gross value of production of $11,800,887,000 in 1948, showing an increase of $1,720,917,000 or 17 per cent over the preceding year. The 1948 total was an all-time record. Gains were registered for each of the nine main groups of industries, largest dollar advance being shown by the iron and its products section, while the largest percentage rise was shown by the non-metallic minerals group. —(*Dominion Bureau of Statistics, November 7, 1949*)

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Winnipeg—Canadian Manufacturers' Association.

Paul V. McLane, Commercial Secretary for Canada in New Zealand, will complete his tour of Canada by a visit to Vancouver from November 21 to 30. He will be available to discuss with businessmen conditions in New Zealand, Fiji and Western Samoa.

E. H. Maguire, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and is making a tour of Canada, discussing with businessmen trade conditions in Chile and Bolivia.

Montreal—November 15-26
Quebec City—November 28
Saint John—November 30
Halifax—December 2
Ottawa—December 5-12

C. J. Van Tighem, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

Batawa-Deseronto—November 21.
Kingston-Brockville—November 22.
Ottawa—November 22-23.
Pembroke-Douglas—November 24.
New York City—November 27.

Japanese Trade Returning to Private Basis

Tokyo, October 29, 1949.—(FTS)—Exports from Japan will be placed on a private basis, effective December 1, 1949, and imports will be handled through private channels, commencing January 1, 1950, an announcement to this effect having been made by the Supreme Commander of the Allied Powers. The Japanese Government has been instructed to establish the necessary procedure to this end.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	December 9–13	*Sommelsdijk*	Cunard Donaldson
Africa—South—			
Capetown	December 15–20	*A Ship*	March Shipping
Argentina—			
Buenos Aires	December 5–6	*Mormacsea*	Montreal Shipping
Belgium—			
Antwerp	December 30	*Beavercove* (r)	Canadian Pacific
	January 5	*Beaverglen* (r)	Canadina Pacific
Brazil—			
Santos, Rio de Janeiro	December 5–6	*Mormacsea*	Montreal Shipping
British Honduras—			
Belize	December 1–2	**Sundial*	Saguenay Terminals
Canal Zone—			
Cristobal	December 1–2	**Sundial*	Saguenay Terminals
China—			
Shanghai	December 15–24	*Rockside*	Canada Asiatic
Colombia—			
Barranquilla	December 1–2	**Sundial*	Saguenay Terminals
	December 10–16	**Svaneholm*	Swedish American
Cuba—			
Havana	December 1–2	*Lake Traverse*	Pickford and Black
	December 1–2	**Sundial*	Saguenay Terminals
	December 16–19	*Dufferin Bell*	Pickford and Black
Denmark—			
Copenhagen	December 20–21	*Mormacisle*	Montreal Shipping
Dominican Republic—			
Ciudad Trujillo	December 12–13	**Sunprince*	Saguenay Terminals
	December 16–19	*Dufferin Bell*	Pickford and Black

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria, Port Said, Suez	December 9–13	*Sommelsdijk*	Cunard Donaldson
Finland—			
Helsinki	December 19–20	*Mormacisle*	Montreal Shipping
French Indo-China—			
Saigon	November 24–28	*Grete Maersk*	Robert Reford
	December 10–14	*Anna Maersk*	Robert Reford
	December 27–31	*Olga Maersk*	Robert Reford
Saigon, Haiphong	December 10–14	*Steel Seafarer*	Isthmian Steamships
Guatemala—			
Puerto Barrios	December 1–2	**Sundial*	Saguenay Terminals
Haiti—			
Port au Prince	December 12–13	**Sunprince*	Saguenay Terminals
	December 16–19	*Dufferin Bell*	Pickford and Black
Hong Kong	November 24–28	*Grete Maersk*	Robert Reford
	December 10–14	*Anna Maersk*	Robert Reford
	December 10–14	*Steel Seafarer*	Isthmian Steamships
	December 27–31	*Olga Maersk*	Robert Reford
India—			
Calcutta	December 15–24	*Rockside*	Canada Asiatic
Indonesia—			
Batavia, Samarang, Soerabaya, Cheribon, Belawan-Deli	December 9–13	*Sommelsdijk*	Cunard Donaldson
Batavia, Belawan-Deli	Nov. 28–Dec. 2	*Queen's Victory*	Isthmian Steamships
Soerabaya	December 19–23	*Steel Architect*	Isthmian Steamships
Batavia, Belawan-Deli	December 10–14	*Steel Seafarer*	Isthmian Steamships
Israel—			
Haifa, Tel-Aviv	Nov. 28–Dec. 2	*Queen's Victory*	Isthmian Steamships
	December 19–23	*Steel Architect*	Ishtmian Steamships
Japan—	November 24–28	*Grete Maersk*	Robert Reford
Keelung	December 10–14	*Anna Maersk*	Robert Reford
	December 27–31	*Olga Maersk*	Robert Reford
Malaya—	November 24–28	*Grete Maersk*	Robert Reford
Penang, Port Swettenham	Nov. 28–Dec. 2	*Queen's Victory*	Isthmian Steamships
	December 10–14	*Anna Maersk*	Robert Reford
	December 10–14	*Steel Seafarer*	Isthmian Steamships
	December 19–23	*Steel Architect*	Isthmian Steamships
	December 27–31	*Olga Maersk*	Robert Reford
Netherlands Antilles—			
Curaçao	December 10–16	**Svaneholm*	Swedish American
Norway—			
Oslo	December 19–20	*Mormacisle*	Montreal Shipping
Pakistan—			
Karachi	December 15–24	*Rockside*	Canada Asiatic

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Philippines—			
Manilla	November 24–28	*Grete Maersk*	Robert Reford
Iloilo	December 10–14	*Anna Maersk*	Robert Reford
Cebu	December 27–31	*Olga Maersk*	Robert Reford
Manila	December 10–14	*Steel Seafarer*	Isthmian Steamships
Poland—			
Gdynia	December 19–20	*Mormacisle*	Montreal Shipping
Puerto Rico—			
San Juan	December 10–16	**Svaneholm*	Swedish American
	December 12–13	**Sunprince*	Saguenay Terminals
Saudi Arabia—			
Jeddah	December 9–13	*Sommelsdijk*	Cunard Donaldson
Siam—			
Bangkok	December 10–14	*Steel Seafarer*	Isthmian Steamships
Singapore	November 24–28	*Grete Maersk*	Robert Reford
	Nov. 28–Dec. 2	*Queen's Victory*	Isthmian Steamships
	December 9–13	*Sommelsdijk*	Cunard Donaldson
	December 10–14	*Steel Seafarer*	Isthmian Steamships
	December 10–14	*Anna Maersk*	Robert Reford
	December 19–23	*Steel Architect*	Isthmian Steamships
	December 27–31	*Olga Maersk*	Robert Reford
Sweden—			
Malmo, Stockholm, Gothenburg	December 20–21	*Mormacisle*	Montreal Shipping
United Kingdom—			
Avonmouth	December 3–8	*Eucadia*	Furness Withy
Swansea	December 16–21	*Bristol City*	Furness Withy
Liverpool	Nov. 27–Dec. 1	*Samaria* (r)	Cunard Donaldson
	Nov. 29–Dec. 2	*Newfoundland* (r)	Furness Withy
	December 8–12	*Franconia* (r)	Cunard Donaldson
	December 15–20	*Seaboard Star*	March Shipping
	December 17	**Beaverburn* (r)	Canadian Pacific
	December 17–21	*Nova Scotia* (r)	Furness Withy
	December 31	**Empress of Canada* (r)	Canadian Pacific
	January 7	*Beaverford*	Canadian Pacific
London	December 1–3	*Valacia* (r)	Cunard Donaldson
	December 23	*Beaverlake* (r)	Canadian Pacific
	December 30	*Beavercove* (r)	Canadian Pacific
	January 5	*Beaverglen* (r)	Canadian Pacific
Uruguay—			
Montevideo	December 5–6	*Mormacsea*	Montreal Shipping
Venezuela—			
La Guaira, Maracaibo, Puerto Cabello	December 10–16	**Svaneholm*	Swedish American
	December 12–13	**Sunprince*	Saguenay Terminals
West Indies—			
Antigua, Barbados, Bermuda, British Guiana, Dominica, Grenada, Montserrat, St. Kitts, St Lucia, St. Vincent, Trinidad	Nov. 29–Dec. 8	*A Ship*	Alcoa Steamships
	December 2–9	**Canadian Challenger*	Canadian National
	December 13–22	*A Ship*	Alcoa Steamships
	December 16–23	**Lady Rodney* (r)	Canadian National
	January 4–11	**Lady Nelson* (r)	Canadian National
	January 9	**Canadian Challenger* (r)	Canadian National
Jamaica, Bahamas	December 6	*Canadian Cruiser*	Canadian National
	December 22	*Canadian Constructor*	Canadian National
	January 3	*Canadian Cruiser*	Canadian National
	January 17	*Canadian Constructor*	Canadian National
Jamaica	December 1–2	*Lake Traverse*	Pickford and Black
	December 16–19	*Dufferin Bell*	Pickford and Black

DEPARTURES FROM SAINT JOHN

* Calls at Halifax.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town	December 3–13	*Cabano*	Elder Dempster
Port Elizabeth	December 15	*Morgenster*	Shipping Limited
East London	December 26–31	*Thorsisle*	Kerr Steamships
Lourenço Marques	January 4–14	*Chandler*	Elder Dempster
Beira	January 20–28	*Thorstrand*	Kerr Steamships
Mombasa	December 26–31	*Thorsisle*	Kerr Steamships
	January 20–28	*Thorstrand*	Kerr Steamships
Australia—			
Brisbane	January	*Ottawa Valley*	Montreal Australia New Zealand Line
Sydney			
Geelong			
Melbourne			
Adelaide			
Belgium—			
Antwerp	December 15	*Prins Philip Willem*	Shipping Limited
	December 20	*Hada County*	Canada Steamships
	December 22–29	*Wanstead*	Cunard Donaldson
France—			
Le Havre	December 15	*Prins Philip Willem*	Shipping Limited
	December 20	*Hada County*	Canada Steamships
	December 20–23	*Capo Arma*	Furness Withy
Germany—			
Hamburg	December 15	*Prins Philip Willem*	Shipping Limited
	December 22–29	*Wanstead*	Cunard Donaldson
Hong Kong	December 8–10	*City of Philadelphia*	McLean Kennedy
Italy—			
West Coast Ports	December 20–23	*Capo Arma*	Furness Withy
Netherlands—			
Rotterdam	December 15	*Prins Philip Willem*	Shipping Limited
Amsterdam	December 20	*Hada County*	Canada Steamships
	December 22–29	*Wanstead*	Cunard Donaldson
New Zealand—			
Auckland	January	*Pipiriki*	Montreal Australia New Zealand Line
Wellington			
Lyttelton			
Dunedin			
Philippines—			
Manila	December 8–10	*City of Philadelphia*	McLean Kennedy
Singapore	December 8–10	*City of Philadelphia*	McLean Kennedy
United Kingdom—			
Avonmouth	December 14–19	*Dorelian*	Cunard Donaldson
	Dec. 26–Jan. 2	*Norwegian*	Cunard Donaldson
Glasgow	December 8–14	*Delilian* (r)	Cunard Donaldson
	December 16–21	*Salacia* (r)	Cunard Donaldson
	December 26–30	*Moveria* (r)	Cunard Donaldson
Hull	December 20–24	*Bassano* (r)	McLean Kennedy
	December 27–30	*Consuelo* (r)	McLean Kennedy
Liverpool	December 8–14	*Fort Miami*	Cunard Donaldson
	December 17–23	*Arabia* (r)	Cunard Donaldson
	December 18–22	*Ramore Head*	McLean Kennedy
	December 20–24	*Torr Head*	McLean Kennedy
	December 23–30	*Fort Cadotte*	Cunard Donaldson
	December 24–28	*Lord O'Neill*	McLean Kennedy
London	December 9–15	*Fort Musquarro*	Cunard Donaldson
	December 15–21	*Hillcrest Park*	Cunard Donaldson
	December 21–27	*Asia* (r)	Cunard Donaldson
	Dec. 26–Jan. 2	*Fort Spokane*	Cunard Donaldson

DEPARTURES FROM SAINT JOHN—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.	Nov. 30–Dec. 3	*Manchester Trader* (r)	Furness Withy
Manchester	December 7–10	*Manchester Commerce* (r)	Furness Withy
	December 14–17	*Manchester Port* (r)	Furness Withy
Leith, Newcastle	December 9–14	*Cairnavon*	Furness Withy

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa—South and East—			
Cape Town, Port Elizabeth	December 13	*Silveroak*	Dingwall Cotts
East London, Durban, Lourenço Marques	January 10	*Limburg*	Dingwall Cotts
Argentina—			
Buenos Aires	December 5	*Ravnanger*	Empire Shipping
	December 8	*Mormacsun*	Balfour Guthrie
Australia—			
Sydney, Melbourne	December 15	*Alameda*	Dingwall Cotts
Sydney, Melbourne	Mid-December	*Kanangoora*	Empire Shipping
Adelaide	January	*A Ship*	Empire Shipping
Sydney	December	*Kronviken*	Seaboard Shipping
	December 16	*Aorangi*	Canadian Australasian
Hobart, Melbourne, Sydney	December 20	*Waikawa*	Canadian Australasian
Belgium—	Early December	*Eastwave*	Anglo-Canadian
Antwerp	December 9	*Colombia* (r)	Gardner Johnson
	Mid-December	*Dalerdyk*	Royal Mail Lines
	December 26	*Guayana* (r)	Gardner Johnson
	December 28	*Washington*	Empire Shipping
Brazil—			
Rio de Janeiro, Santos	December 5	*Ravnanger*	Empire Shipping
	December 8	*Mormacsun*	Balfour Guthrie
Canal Zone—	December 10	*Santa Adela*	Gardner Johnson
Balboa	December 12	*Bullaren*	Empire Shipping
Panama City	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Cristobal	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Balboa, Cristobal	December 8	*Mormacsun*	Balfour Guthrie
Ceylon—	December 4	*Utrecht*	Dingwall Cotts
Colombo	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts
Chile—			
Antofagasta, Valparaiso	December 5	*Ravnanger*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Chile—Con.			
Arica	December 10	*Santa Adela*	Gardner Johnson
Antofagasta			
Valparaiso			
China—			
Shanghai	December 2–3	*Island Mail* (r)	Canadian Blue Star
Colombia—	December 10	*Santa Adela*	Gardner Johnson
Barranquilla	December 12	*Bullaren*	Empire Shipping
	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Cartagena	December 8	*Mormacsun*	Balfour Guthrie
Buenaventura	December 10	*Santa Adela*	Gardner Johnson
Costa Rica—	December 12	*Glimmaren*	Empire Shipping
Puntarenas	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Ecuador—			
Guayaquil	December 10	*Santa Adela*	Gardner Johnson
El Salvador—	December 10	*Santa Adela*	Gardner Johnson
La Libertad	December 12	*Bullaren*	Empire Shipping
La Union	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Fiji Islands—			
Suva	December 16	*Aorangi*	Canadian Australasian
France—			
Le Havre	December 28	*Washington*	Empire Shipping
Bordeaux			
Dunkirk			
Germany—	December 9	*Colombia* (r)	Gardner Johnson
Hamburg	December 26	*Guayana*	Gardner Johnson
Guatemala—	December 10	*Santa Adela*	Gardner Johnson
San Jose	December 12	*Bullaren*	Empire Shipping
Guatemala City	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Hawaii—	December 16	*Aorangi*	Canadian Australasian
Honolulu	December	*Hawaiian Lumberman*	Dingwall Cotts
	December	*Hawaiian Logger*	Dingwall Cotts
Hong Kong	December 2	*Vingnes*	Empire Shipping
	December 2–3	*Island Mail* (r)	Canadian Blue Star
	December 12	*Francisville*	Balfour Guthrie
	Mid-December	*Colorado*	Dodwell and Co.
	Late December	*Serampore*	Johnson Walton Co.
	Late December	*Skaubo*	Canada Shipping
India—			
Bombay	December 24	*Lawak*	Dingwall Cotts
Madras	December 14	*Höegh Trader*	Dingwall Cotts
Calcutta	Mid-December	*King David*	Dodwell and Co.
Bombay	December 4	*Utrecht*	Dingwall Cotts
Calcutta	January	*Silvermaple*	Dingwall Cotts
Madras	December 9–10	*India Mail*	Canadian Blue Star
Indonesia—	December 4	*Utrecht*	Dingwall Cotts
Batavia	December 14	*Höegh Trader*	Dingwall Cotts
Samarang	December 24	*Lawak*	Dingwall Cotts
Soerabaya	January 4	*Silvermaple*	Dingwall Cotts
Cheribon			

Destination	Loading Date	Vessel	Operator or Agent
Indonesia—Con.			
Batavia	December 12	*Francisville*	Balfour Guthrie
Israel—			
Tel-Aviv	Mid-December	*A Ship*	Empire Shipping
Haifa			
Italy—			
Genoa	December 5	*Etna*	Empire Shipping
Naples			
Venice			
Trieste			
Japan—	December 2–3	*Island Mail* (r)	Canadian Blue Star
Yokohama	December 9–10	*India Mail*	Canadian Blue Star
	Mid-December	*Colorado*	Dodwell and Company
	Late December	*Skaubo*	Canada Shipping
Malaya—	December 4	*Utrecht*	Dingwall Cotts
Penang	December 9–10	*India Mail*	Canadian Blue Star
Port Swettenham	December 12	*Francisville*	Balfour Guthrie
	January 4	*Silvermaple*	Dingwall Cotts
Mexico—	December 16	*Coastal Adventurer*	Gardner Johnson
Manzanillo	December 27	*Gunner's Knot*	Gardner Johnson
Acapulco			
Netherlands—	Mid-December	*Dalerdyk*	Royal Mail Lines
Rotterdam	December 28	*Washington*	Empire Shipping
Amsterdam			
Netherlands Antilles—			
Curaçao	December 8	*Mormacsun*	Balfour Guthrie
New Zealand—	December 20	*Waikawa*	Canadian Australasian
Auckland			
Wellington			
Auckland	December 15	*Alameda*	Dingwall Cotts
	December 16	*Aorangi*	Canadian Australasian
Pakistan—			
Karachi	December 24	*Lawak*	Dingwall Cotts
Persian Gulf	December	*Atlantic Breeze*	Anglo-Canadian
	December 24	*Lawak*	Dingwall Cotts
Peru—			
Callao	December 10	*Santa Adela*	Gardner Johnson
Philippines—	December 2–3	*Island Mail* (r)	Canadian Blue Star
	December 4	*Utrecht*	Dingwall Cotts
	December 9–10	*India Mail*	Canadian Blue Star
Manila	December 12	*Francisville*	Canadian Blue Star
Iloilo	December 14	*Höegh Trader*	Dingwall Cotts
Cebu	Mid-December	*Colorado*	Dodwell and Company
	December 24	*Lawak*	Dingwall Cotts
	Late December	*Skaubo*	Canada Shipping
	Late December	*Serampore*	Johnston Walton
	January 4	*Silvermaple*	Dingwall Cotts
Manila	December 2	*Vingnes*	Empire Shipping
Cebu			
Singapore	December 4	*Utrecht*	Dingwall Cotts
	December 9–10	*India Mail*	Canadian Blue Star
	December 12	*Francisville*	Balfour Guthrie
	December 14	*Höegh Trader*	Dingwall Cotts
	December 24	*Lawak*	Dingwall Cotts
	January 4	*Silvermaple*	Dingwall Cotts

Destination	Loading Date	Vessel	Operator or Agent
Spain—			
Barcelona	December 5	*Etna*	Empire Shipping
Sweden—			
Stockholm	December 9	*Colombia* (r)	Gardner Johnson
Gothenburg	December 26	*Guayana*	Gardner Johnson
Malmo			
Taiwan	December	*Tung Ping*	Anglo Canadian
Trinidad—			
Port-of-Spain	December 8	*Mormacsun*	Balfour Guthrie
United Kingdom—	Mid-December	*Pacific Fortune* (r)	Furness Withy
Manchester	Early January	*Brazilian Prince*	Furness Withy
	Early January	*Pacific Liberty*	Furness Withy
London	Mid-December	*Dalerdyk*	Royal Mail Lines
	Early December	*Hope Park*	Anglo-Canadian
	Early December	*Enseneda*	Anglo-Canadian
	December 9	*Lakonia*	Balfour Guthrie
Unstated Ports	December 9	*Colombia* (r)	Gardner Johnson
	December 22	*Cape Howe*	Balfour Guthrie
	December 26	*Guayana* (r)	Gardner Johnson
	January 7	*Lismoria*	Balfour Guthrie
Uruguay—			
Montevideo	December 5	*Ravnanger*	Empire Shipping
	December 8	*Mormacsun*	Balfour Guthrie
Venezuela—			
Maracaibo	December 16	*Coastal Adventurer*	Gardner Johnson
	December 27	*Gunner's Knot*	Gardner Johnson
Puerto Cabello	December 8	*Mormacsun*	Balfour Guthrie
Maracaibo			
Puerto Cabello	December 15	*Bullaren*	Empire Shipping
La Guaira			

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
Halifax to St. John's	Weekly	Furness Red Cross Line
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Halifax to St. John's	Fortnightly	Blue Peter Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Saint John and Halifax to St. John's	Every three weeks	Blue Peter Steamships
Saint John to St. John's	Fortnightly	Blue Peter Steamships

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.
Note.—Bentley's Second Phase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. MCCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro—Acting Commercial Secretary, Canadian Embassy, Edificio Metropole. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. RANKIN, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main—B. J. BACHAND, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Israel.

Guatemala

Guatemala City—J. C. DEPOCAS, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Foreign Trade Service Abroad—*Continued*

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. Thomson, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. Smith, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. Britton, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

The Hague—D. A. B. Marshall, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—R. E. Gravel, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.
Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.
Territory includes Bermuda.
Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquira Veroes.
Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Nov. 8	Nominal Quotations Nov. 15
Argentina	Peso	Off.	·2977	·3275	·3275
		Free	·2085	·1222	·1222
Australia	Pound	....	3·2240	2·4640	2·4640
Belgium and Belgium Congo	Franc	....	·0228	·0220	·0220
Bolivia	Boliviano	....	·0238	·0262	·0262
British West Indies (except Jamaica)	Dollar	....	·8396	·6417	·6417
Brazil	Cruzeiro	....	·0544	·0598	·0598
Burma	Rupee	....	·3022	.....	.....
Ceylon	Rupee	....	·3022	·2310	·2310
Chile	Peso	Off.	·0517	·0569	·0569
		Export	·0323	·0355	·0355
Colombia	Peso	....	·5128	·5641	·5641
Costa Rica	Colon	....	·1800	·1980	·1980
Cuba	Peso	....	1·0000	1·1000	1·1000
Czechoslovakia	Koruna	....	·0200	·0220	·0220
Denmark	Krone	....	·2084	·1592	·1592
Dominican Republic	Peso	....	1·0000	1·1000	1·1000
Ecuador	Sucre	....	·0740	·0815	·0815
Egypt	Pound	....	4·1330	3·1587	3·1587
El Salvador	Colon	....	·4000	·4400	·4400
Fiji	Pound	....	3·6306	2·7748	2·7748
Finland	Markka	....	·0062	.....	.....
France, Monaco and French North Africa	Franc	Off.	·0037	·0048	·0048
		Free	·0030	·0032	·0032
French Empire—African	Franc	....	·0073	.....	.....
French Pacific Possessions	Franc	....	·0201	.....	.....
Germany	Deutsche Mark	....	·3000	·2619	·2619
Guatemala	Quetzal	....	1·0000	1·1000	1·1000
Haiti	Gourde	....	·2000	·2200	·2200
Honduras	Lempira	....	·5000	·5500	·5500
Hong Kong	Dollar	....	·2519	·1925	·1925
Iceland	Krona	....	·1541	·1178	·1178
India	Rupee	....	·3022	·2310	·2310
Iran	Rial	....	·0312	.....	.....
Iraq	Dinar	....	4·0309	3·0800	3·0800
Ireland	Pound	....	4·0300	3·0800	3·0800
Israel	Pound	....	3·0000	.....	.....
Italy	Lira	....	·0017	·0018	·0018
Jamaica	Pound	....	4·0300	3·0800	3·0800
Japan	Yen	....	·0028	.....	.....
Lebanon	Piastre	....	·4561	.....	.....
Mexico	Peso	....	·1157	·1273	·1273
Netherlands	Florin	....	·3769	·2895	·2895
Netherlands Antilles	Florin	....	·5308	·5833	·5833
New Zealand	Pound	....	4·0150	3·0800	3·0800
Nicaragua	Cordoba	....	·2000	·2200	·2200
Norway	Krone	....	·2015	·1540	·1540
Pakistan	Rupee	....	·3022	·3325	·3325
Panama	Balboa	....	1·0000	1·1000	1·1000
Paraguay	Guarani	....	·3200	.....	.....
Peru	Sol	....	·1538	·1696	·0666
Philippines	Peso	....	·4975	·5500	·5500
Portugal and Colonies	Escudo	....	·0400	·0385	·0385
Singapore	Straits Dollar	....	·4702	·3593	·3593
Spain and Colonies	Peseta	....	·0916	·1008	·1008
Sweden	Krona	....	·2783	·2126	·2126
Switzerland	Franc	....	·2336	·2542	·2551
Thailand	Baht	....	·1000	.....	.....
Turkey	Lira	....	·3571	.....	.....
Union of South Africa	Pound	....	4·0300	3·0800	3·0800
United Kingdom	Pound	....	4·0300	3·0800	3·0800
United States	Dollar	....	1·0000	1·1000	1·1000
Uruguay	Peso	Controlled	·6583	·7241	·7241
		Uncontrolled	·5618	·6180	·6180
Venezuela	Bolivar	....	·2985	·3289	·3289
Yugoslavia	Dinar	....	·0200	.....	.....

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer—Second Edition

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution to provision trade in United Kingdom. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canada Produces—Second Edition

Brochure, illustrating productive capacity of Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadians as Consumers

Brochure, illustrating market opportunities in Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

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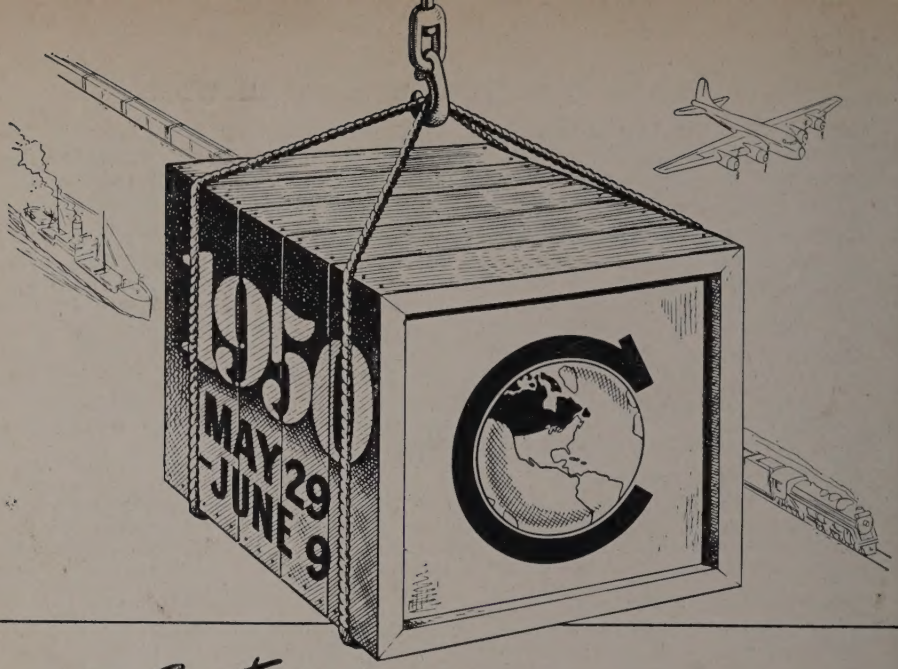

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